

JANUARY 23, 1956

Now—Freight IS Moving Faster . . . p. 32

RAILWAY AGE

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To reduce time schedules and speed deliveries on its busy lines, the New York Central put 61 new General Motors Diesel locomotives to work last year — 24 GP9's hauling freight, 21 more on passenger trains and 16 SW900's in yard service. Working primarily on lines west of Cleveland, the new GP9's in freight service will be joined by others to be delivered this year and used in 3-unit multiples of 5250 horsepower. Again, the unmatched flexibility of the GP9 pays off in the ability to match motive power to train requirements. And high interchangeability of working parts between road units and switchers helps cut costs all along the line.

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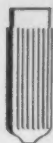
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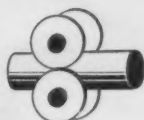


Then begins a series of steps in which the

steel is "worked"—a fundamental that contributes directly to strength and

long life. The first of these steps takes place when the ingots are rolled

into blooms



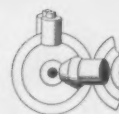
Next, after the blooms are sliced, the heated rounds

are given two forgings



Then they are further worked

in a vertical mill as tread, rim, and web are thoroughly rolled



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in service



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
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January 23, 1956

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FORUM: How to improve the debate on transportation questions, so more light and less heat can be shed on proposals involving the economic and political welfare of a vital industry, is a matter of primary importance to the railroads. Accurate evidence and honest reasoning are fundamentals in such discussion, but how can these desiderata be assured? . . . 31

Now—freight IS moving faster, as schedules for many important trains are being trimmed to hold or win traffic. Achievements of individual railroads in this direction are evidence that their competitors know they are in for a fight. . . . 32

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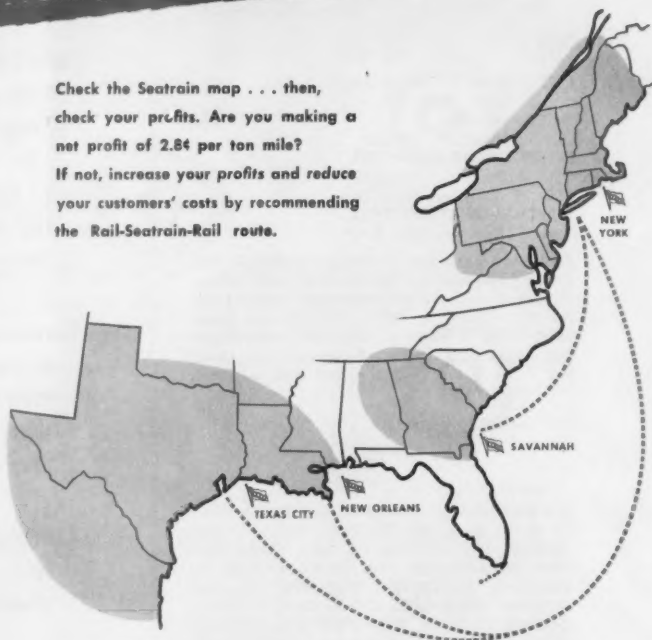
TOMORROW

See

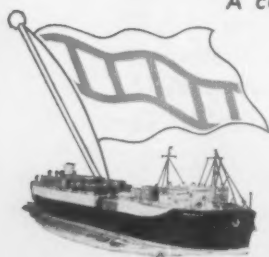
2.8¢ net profit per ton mile
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*Specific examples on request.
Cost figures on I.C.C. bases,
revenue figures actual.

Current Statistics

Operating revenues, eleven months	
1955	\$9,248,147,540
1954	8,573,470,254
Operating expenses, eleven months	
1955	\$6,951,141,263
1954	6,755,791,805
Taxes, eleven months	
1955	\$1,017,788,031
1954	821,712,588
Net railway operating income, eleven months	
1955	\$1,050,329,204
1954	766,016,100
Net income, estimated, eleven months	
1955	\$ 830,000,000
1954	562,000,000
Average price 20 railroad stocks	
January 17, 1956	96.15
January 18, 1955	82.45
Carloadings revenue freight	
One week, 1956	611,299
One week, 1955	597,352
Average daily freight car surplus	
Wk. ended Jan. 14, 1956	5,417
Wk. ended Jan. 15, 1955	74,180
Average daily freight car shortage	
Wk. ended Jan. 14, 1956	2,570
Wk. ended Jan. 15, 1955	283
Freight cars on order	
January 1, 1956	147,320
January 1, 1955	15,317
Freight cars delivered	
Twelve months, 1955	36,896
Twelve months, 1954	35,558
Average number of railroad employees	
Mid-November 1955	1,077,086
Mid-November 1954	1,036,734

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eastbound yard, now in use, saves up to 12 hours in important freight schedules. . . . 38

New 900-hp diesel in Alco switcher, with simplified construction, is for yard and transfer work. . . . 43

COMING: Next week, a comprehensive report about the Southern Pacific's new yard at Houston, showing why the layout is unorthodox and how the communication facilities are integrated.

BRIEFS

Wage increases of \$43 a month have been agreed to by the Milwaukee, B&O and Burlington for yardmasters represented by the Railroad Yardmasters of America.

The railroad presentation on the Cabinet Committee report on transportation, given in various Eastern cities by the Eastern Railroad Presidents Conference, will have its first showing in New York February 1 at a New York Board of Trade luncheon meeting.

The Pennsylvania's "Aerotrain," after completing an exhibition tour of cities served by that road, will go to the shops so refinements of the initial design, intended to improve riding comfort and operating characteristics, can be made before it goes into revenue service. Its daily round-trip operation between New York and Pittsburgh, announced to begin February 6, has been postponed to a later date.

The Rock Island's "Jet Rocket" lightweight train, built by ACF Industries for Chicago-Peoria service, will make an exhibition run January 30. It is scheduled to go into regular service around the middle of February.


Heavy trucks would more nearly bear "their equitable share of road costs" under a 15-year, three-phase, pay-as-you-build highway building program proposed by the American Automobile Association. Program would be financed by what the AAA calls "moderate, graduated increases in certain federal automotive taxes."



Engineer's Rear View Mirror

The Type "B" Brake Pipe Flow Indicator is much like a rear view mirror—it reflects what is going on in the brake pipe of his train—ofttimes a mile and a half away.

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McGinnis Resigns as New Haven President

Public attacks on his policies making him "a target of abuse" cited in statement issued last week—Attacks "do not disturb me personally but their cumulative effect has been bad for the railroad"

Patrick B. McGinnis, president of the New Haven for almost two years, announced, as this issue of *Railway Age* was going to press, that he had called a special directors' meeting for January 20 at which he would submit his resignation.

There was no indication at presstime as to who would succeed Mr. McGinnis if his resignation was accepted.

The complete text of Mr. McGinnis' statement follows:

"I have called a special meeting of the board of directors of the New Haven Railroad on Friday for the purpose of resigning as president.

"I take this step with great deliberation. The decision is mine alone. Those who know me know that I do not run from a fight nor do I shirk hard or unpleasant work.

"My resignation is presented to the board because I feel that I can best fulfill my obligation to the stockholders and passengers of the New Haven Railroad by making this move.

"The New Haven has been called the best short-haul line in the country, and I am confident that it will be recognized as such once again. If my presence serves to delay this, then it is only fair that I remove myself from the scene.

"In recent months I have been a target of abuse and a focal point of attack to a

point that defies reasonable explanation. These attacks do not disturb me personally, but their cumulative effect has been bad for the railroad. No matter what positive action the New Haven takes to improve service, there is likely to be no acknowledgment of our concerted efforts so long as I remain a target of this unjustified propaganda.

"Therefore, I am resigning—not because I have not done everything in my power; not because I have in any way sullied a long and honorable record of service; but because I hope it will serve the railroad best.

"For the record—and that record should be known, for I am sure that there will come a moment when some of my critics will want to correct a shameful wrong—I have had to face an unusual share of basic operational problems.

"I am not citing them to 'excuse' myself—for there is no need to 'excuse' myself for floods I did not cause and for mechanical bugs that were inherited or unpredictable. The fact is that the disasters in themselves and the necessity for repairs and recovery presented an enormous problem. I have concentrated on meeting these challenges without taking too much time out to fight unreasoning invective and vituperation.

"The employees of the New Haven, working under difficult emergency conditions since last August 18, have done the really outstanding job that we have come to ex-

pect from them. Their steadfast and quiet loyalty under this most severe strain deserves a great deal of credit. The future of the road is secure in their hands.

"Perhaps our commuters are an unusually articulate group. Undeniably there are many things that can, should and will be done to improve their lot—but nothing justified the unprincipled and unbridled venom from some quarters, directed against me as an individual.

"However, I am sure that the new equipment now on its way, and other improvements already in progress will soon produce good results, and the New Haven passengers will be well satisfied. That will satisfy me, too."

Hewing Replaces Moir on AAR Loading Rules Group

H. L. Hewing, superintendent of the Chicago Car Interchange Bureau, has succeeded W. B. Moir as chairman of the AAR Committee on Loading Rules. Mr. Moir, supervisor of car equipment of the Pennsylvania at Pittsburgh, headed the committee for the past 18 years.

During these 18 years, the AAR supervisor of loading was located at Pittsburgh to handle matters pertaining to loading commodities in open top cars. This office also has been transferred to Chicago, along with the chairmanship, and a new supervisor has been appointed. He is M. M. Philbin, formerly mechanical inspector of the AAR.

The AAR asks that all communications formerly addressed to Mr. Moir at Pittsburgh be sent now to the headquarters of the Mechanical Division, 59 E. Van Buren street, Chicago.

O'Neill Reappointed To Mediation Board

Francis A. O'Neill, Jr., has been reappointed by President Eisenhower to the National Mediation Board for a new three-year term beginning February 1. The nomination was submitted to the Senate for confirmation on January 9.

Mr. O'Neill, a Republican, has been a member of NMB since March 1947. The term for which he has been reappointed will expire February 1, 1959.

Longhurst Heads ICC's Section of Rail Safety

Howard R. Longhurst has been appointed assistant director of the Interstate Commerce Commission's Bureau of Safety and Service and chief of the



ROCK ISLAND'S NEW "CONVERT-A-FRATE" service will use ACF Industries' new "Adapto" car (*Railway*

Age, December 26, 1955, page 7, and January 16, page 8). The cars will cost about \$5,000 each.

bureau's Section of Railroad Safety. He had been acting assistant director and acting chief of the section since the retirement last fall of Francis C. MacDonald who served briefly as successor to Shirley N. Mills.

George B. Anderson has been appointed assistant chief of the section. Mr. Anderson had been chief of the section's Signaling and Train Control Branch.

Mr. Longhurst was born September 30, 1901, at Neenah, Wis. He was in railroad service for 29 years before joining the ICC staff, having been em-



Howard R. Longhurst

ployed by the Minneapolis, St. Paul & Sault Ste. Marie from 1918 until 1947. In the latter year Mr. Longhurst came to the commission as safety inspector. Since 1954 he has been a member of the Committee on Occupational Safety and Health of the International Labor Organization.

Other appointments made recently by the ICC include that of James A. Murray as assistant general counsel, and that Hiram H. Spicer as legislative counsel and congressional liaison officer. Mr. Murray has been on the commission's staff since 1928. Mr. Spicer has been with the commission seven years and has been serving in the post of legislative attorney since July 1954.

Hamm Returns to ICC Staff as Consultant

At the request of the Interstate Commerce Commission, E. F. Hamm, Jr., has rejoined the commission's staff as a consultant. He will serve as acting managing director until a managing director is selected.

Mr. Hamm, president of Traffic Service Corporation and publisher of its "Traffic World," was the commission's first managing director. He served in the position more than two years, resigning as of last September 30. He was succeeded by Marion N. Hardesty, who took over last October 27, but resigned December 12, as reported in *Railway Age*, December 19, 1955, page 10.

Law & Regulation

Priest Sees No Transport Emergency

Chairman of House Committee on Interstate and Foreign Commerce tells U.S. Chamber's "Transportation Outlook Conference" there is time for "unhurried" examination

Because "we are not dealing with an emergency," Chairman Priest of the House Committee on Interstate and Foreign Commerce thinks that now is the time for "thoughtful, unhurried, and comprehensive" examination of the national transportation policy.

The Tennessee Democrat expressed this view in an address at the "National Transportation Outlook Conference," held in Washington January 12 under auspices of the Transportation and Communication Committee of the Chamber of Commerce of the United States. At the same meeting, the under-secretary of commerce for transportation, Louis S. Rothschild, said the Eisenhower Administration still believes transport policy should be revised along lines recommended by the President's Cabinet Committee on Transport Policy and Organization.

The conference's luncheon speaker was Perry M. Shoemaker, president of the Lackawanna, who discussed findings and recommendations of the Hoover Commission with respect to the Department of Defense. Other speakers included Paul M. McCracken, professor of business conditions, University of Michigan; Finley J. Iseman of Merrill Lynch, Pierce, Fenner & Beane; Donald G. Ward, assistant vice-president, purchasing and transportation, Olin Mathieson Chemical Corporation; Walter K. Cabot, general traffic manager, Johnson & Johnson, and president, National Small Shipments Traffic Conference; Arthur C. Schier, vice-

president in charge of traffic, General Foods Corporation; Warner B. Shepard, general traffic manager, Aluminum Company of America; James W. Harnach, general traffic manager, G.L.F. Exchange.

Boyd Campbell, president of the chamber, spoke at the conference's dinner session. Presiding at this and other sessions was J. H. Carmichael, vice-president of the chamber and president of Capital Airlines.

Congressman Priest said it was the intention of the House committee he heads to hold hearings on the "package" bill (H.R.6141) to carry out recommendations of the Cabinet Committee report. He thought the Cabinet study and other like studies of recent years were "indicative of an arising need for Congress again to consider transportation policy."

Then came Mr. Priest's expression of his view that this job could be done in "unhurried" fashion. He added that the study should be "in the light of the major principle which I believe motivates the Congress, that is, maintenance of a strong national transportation system adequate to meet the needs of our expanding economy and our national defense."

Later on, Representative Priest quoted from writings of transport economists (Philip Locklin and Charles Dearing), statements asserting that "competition does not stabilize rates," and "rate competition does not produce an economic allocation of traffic among transportation agencies." Rec-

SHIPPERS FIND PIGGYBACK SOLICITATION INTENSIVE, BUT NOT ALWAYS EFFECTIVE

Railroads are doing an intensive, but not always an effective, job of selling their new piggyback services.

That, at least, is the conclusion to be drawn from the latest monthly poll of industrial traffic managers conducted by *Railway Freight Traffic*, monthly publication associated with *Railway Age*.

Piggyback sales effort, according to the survey, has reached about six out of every seven shippers whose business and geographical location make them potential users of the service, but only about two out of three consider the solicitation effective. Four out of seven feel it is less effective than railroad solicitation for carload freight.

Principal complaint concerning pig-

gyback sales methods was the absence of complete knowledge of piggyback operations, services and rates on the part of railroad solicitors. Most frequently mentioned suggestion for improvement of the service itself called for its extension to additional areas, especially to smaller cities along routes where the service is already available between major terminals.

Many respondents to the poll complimented the new service. One traffic manager called it "a great step forward"; another, "the first constructive effort . . . to extend to the public the best that might be had." Others, however, called it "no better than truck" and "merely additional service with no advantage."

ommendations of the Cabinet Committee include the so-called rate-freedom proposals which would accord railroads and common carriers generally more leeway to adjust rates in competitive situations.

Mr. Rothschild considered it unfortunate that debates about Cabinet Committee recommendations "have centered less on the Administration's primary objective—better transportation at lower cost to the public—and more on how the recommendations will affect the particular interests of carriers." He added:

"We have no illusions or notions that [the "package" bill] represents the final answer and stand ready to assist Congress in any way possible to perfect the suggested legislation. It seems to me that carriers and shippers who pass on the costs of transportation to the ultimate consumer—the general public—also have a responsibility to state their views constructively and in a straightforward and unimpassioned manner. I am confident that out of views so expressed in testimony at the forthcoming Congressional hearings there will be developed a national transportation policy in keeping with the times and needs of our nation."

Traffic in '65—Mr. Iseman's talk included some projections which indicated that ton-miles of the transportation industry in 1965 will be about 15% above the 1955 level. He also complimented railroad management on its post-war performance.

"With long delayed rate increases," he said, "it is surprising that railroad earnings particularly held up as well as they did. Managements must be given credit for the results."

Mr. Harnach's view was that the best government policy is "to release carriers from protective custody whether they want that protective custody or not and give to users the full benefits of inherent advantages whether they be of service or of costs." He also said:

"We don't need government ownership and nationalization to have socialization. We can have it with the industry under private ownership. We can socialize the cost of producing services and we can socialize the division of available traffic. And when we have gone far enough along this route we shall have created a pattern of national policy in which private ownership cannot thrive."

"Cabinet Report Looks to Future"—White

"President Eisenhower's Cabinet Committee on Federal Transportation Policy . . . wasn't concerned about the welfare of any particular industry vis-a-vis another. Their view was ahead; they were considering the national interest—the public interest," William White, president of the Delaware & Hudson, told a joint luncheon of the Atlantic States Shippers Advisory

RAILWAY

MARKET Outlook THIS WEEK

New Equipment

FREIGHT CARS

► **1955 Orders Highest Since 1922.**—Last year's freight-car orders totaled 169,872, compared with 23,324 in 1954, the ARCI and AAR report; 1955 total was highest since 1922, when 178,210 cars were ordered; cars delivered last year aggregated 36,896, compared with 35,558 in 1954; December 1955 orders were for 42,278 cars, compared with monthly record high of 51,066 in November, and 2,685 in December 1954; cars delivered last December totaled 3,796, compared with 3,427 in November and 2,173 in December 1954; January 1 backlog was 147,320, compared with 109,370 on December 1, 1955, and 15,317 on January 1, 1955.

Type	Ordered Dec. '55	Delivered Dec. '55	On Order Jan. 1, '56
Box—Plain	14,170	1,359	61,479
Box—Auto	0	117	2,900
Flat	2,075	146	5,475
Gondola	5,582	290	12,656
Hopper	11,631	780	43,597
Covered Hopper	2,157	543	6,407
Refrigerator	3,325	55	5,241
Stock	0	0	300
Tank	2,888	431	7,351
Caboose	125	13	274
Other	325	62	1,640
TOTAL	42,278	3,796	147,320
Car Builders	21,192	2,696	69,263
Company Shops	21,086	1,100	78,057

► **Chicago & Eastern Illinois.**—Ordered 200 70-ton hopper cars, ACF Industries; delivery anticipated first quarter 1957.

► **Chicago Great Western.**—Ordered 25 70-ton "Airlide" covered hopper cars, General American; estimated cost \$304,500; delivery expected next December.

► **Detroit & Mackinac.**—Ordered 75 50-ton box cars, 25 70-ton hopper cars, General American; estimated cost \$750,000; delivery of box cars expected late fourth quarter 1956, of hopper cars, mid-first quarter 1957.

► **Elgin, Joliet & Eastern.**—Ordered 200 65½-ft 70-ton gondola cars, Greenville Steel Car; estimated cost \$2,000,000; delivery expected fourth quarter 1956.

► **Milwaukee.**—Ordered 1,000 50-ton box cars, ACF Industries (deliveries to be completed first quarter 1957), and 50 70-ton refrigerator cars and 50 50-ton insulated box cars, Pacific Car & Foundry (delivery expected next spring).

► **Rock Island.**—Ordered 50 50-ton box cars, ACF Industries; approximate cost \$395,000.

► **St. Louis Southwestern.**—Ordered 200 70-ton gondola cars, Bethlehem Steel; estimated cost \$1,550,000; delivery expected second quarter 1957.

► **Santa Fe.**—Ordered 700 70-ton hopper cars, General Ameri-

RAILWAYS IN THE MARKET—THIS WEEK

CONTINUED

can; 100 50-ton box cars, ACF Industries; delivery of both lots expected in second quarter 1957.

► **Southern.**—Ordered 15 90-ton depressed-center flat cars, Thrall Car; estimated cost \$300,000; deliveries expected to begin next June.

► **Toronto, Hamilton & Buffalo.**—Ordered 50 70-ton 52½-ft mill-type fixed-end gondola cars, National Steel Car; delivery expected next September-October.

► **Western Maryland.**—Ordered 500 70-ton hopper cars, Bethlehem Steel; 150 70-ton covered hopper cars, Greenville Steel Car; estimated cost \$5,605,000; delivery expected fourth quarter 1956.

► **Western Pacific.**—Ordered 25 50-ton flat cars, Thrall Car; estimated cost \$215,000; delivery expected fourth quarter 1956.

SPECIAL

► **Chicago & North Western.**—Ordered 25 cabooses, International Railway Car; delivery third quarter 1956.

► **Reading.**—Installed electronic "brain" (IBM 650 magnetic drum data-processing machine) in Reading Terminal, Philadelphia, for use in railroad accounting work.

Signaling & Communications

► **Baltimore & Ohio.**—Ordered equipment from General Railway Signal Company for installation of Syncrostep remote control at Gay street, Baltimore; control machine will be in North Avenue tower.

► **Delaware & Hudson.**—Ordered equipment from General Railway Signal Company for installation of centralized traffic control on 19 miles between Saratoga Springs, N.Y., and Fort Edward.

► **Southern.**—Ordered equipment from General Railway Signal Company for centralized traffic control on 148 miles between Armour, Ga., and Greenville, S.C.; Syncrostep for remote control at Sheffield, Ala.; remote control at Mableton, Ga., Chattahoochee, and at 23rd street, Chattanooga, Tenn.

New Facilities

► **Union Pacific.**—Purchased 174 acres of land in Portland, Ore. adjacent to main line, for industrial development.

Board and the Traffic Club of New York in that city January 12.

"It must be somewhat painful," he continued, for the "unselfish men of vision" who wrote the report "to be smeared with the charge" that they did it "for the benefit of railroads."

"**Time for Change**"—"Like the Constitution," the D&H president said, "the Interstate Commerce Act must be a living thing, subject to changes in the light of changing conditions. This is one of those times when changes have become necessary."

"Get off the fence," Mr. White urged his shipper audience. "There is no group in the country that should be more interested in competition between various forms of transportation. . . All of you want to see a strong, prosperous transportation system operating in this country. It is your duty in the public interest and to your employer, and to your customers, that you take this matter in hand and decide what changes should be made. If you decide that question in the interest of your industry and your employer, your cus-

tomers, your stockholders and the public interest generally, then I have no fear at all of what your decision will be."

"Important issues affecting the whole transportation industry" should not "become clouded," Mr. White warned, "by smear tactics and extraneous debate."

Elsewhere in his talk, he referred to the opposition recently expressed by the Interstate Commerce Commission to those recommendations of the Cabinet report which would limit the ICC's own powers. To the commission's contention that "changes in the competitive transportation picture . . . may be given adequate consideration under present laws," Mr. White answered: "We can never, in the public interest, permit any regulatory agency to regulate according to their judgments. We must insist that regulation be by law . . . and not be subject to the judgment of men acting either individually or collectively."

New Officers—C. S. Decker, general traffic manager of the Borden Company, New York, was elected president of the shippers board, succeeding C. B. Roeder, general distribution manager of American Home Foods, Inc. Other new officers are J. R. Morton, general traffic manager, Vega Industries, Syracuse, N.Y., first vice-president; R. A. Cooke, manager, traffic department, American Newspaper Publishers Association, New York, second vice-president; and R. C. Avery, manager, claim division, traffic department, Neisner Brothers, Rochester, N.Y., general secretary. Mr. Roeder becomes chairman of the executive committee, succeeding R. E. Covey, traffic manager of the American Sugar Refining Company.

Penalty Per Diem Bill Introduced in Senate

A bill which would authorize the Interstate Commerce Commission to impose penalty per diem charges to expedite freight-car movements has been introduced in the Senate by Senator Magnuson, Democrat of Washington, who is chairman of the Senate Committee on Interstate and Foreign Commerce.

The commission recently asked the Senate committee to sponsor such legislation (*Railway Age*, January 9, page 200). Senator Magnuson put in the bill, S. 2770, on a "by request" basis, which means that he is not committed to supporting it. The bill would accomplish its purpose by amending the Interstate Commerce Act's section 1(15).

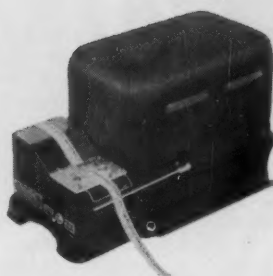
Other bills of interest to the railroads, which have been introduced since Congress convened January 3, are listed below, together with their sponsors.

H.R.7922, to prohibit the serving of alcoholic beverages to passengers on aircraft in flight (Lane, Mass.).

H.R.7982 to H.R.7990, inclusive, to



PAGE PRINTER



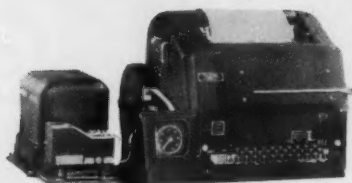
TAPE TRANSMITTER DISTRIBUTOR



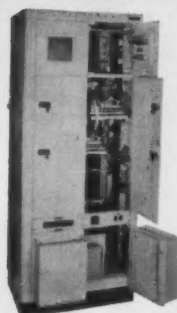
TYPING REPERFORATOR

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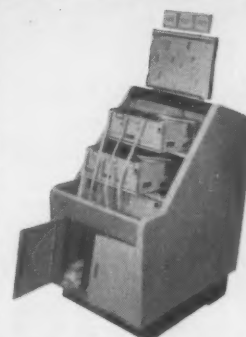


COMPOSITE SET



Receiver Cabinet

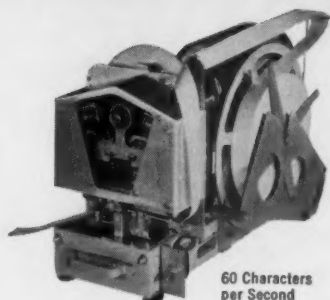
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Transmitter Cabinet

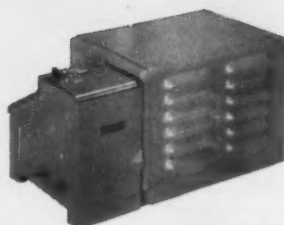
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ACF-FRUEHAUF OFFER CAR-TRAILER "PACKAGE"

ACF Industries and the Fruehauf Trailer Company will sell Fruehauf truck-trailers and the new ACF "Adapto" cars and related equipment in a combination "package" so shippers or carriers may acquire basic piggyback equipment simultaneously.

The combination offer will be flexible as to the number of truck trailers offered with each "Adapto" car, James C. Clark, ACF president, and Roy Fruehauf, president of Fruehauf Trailer, said. "The exact number of trailers to each 'Adapto' car can be ascertained only by a study of the various facets of piggybacking, such as type of freight, length of hauls, and geographical area for each operation," they added.

"Our joint engineering and sales force is prepared to make such studies promptly," Messrs. Clark and Fruehauf continued. "We are convinced, however, that through this joint effort based on the newly announced lightweight 'Adapto' flat car [*Railway Age*, January 16, pages 8 and 9] that we will facilitate the already rapid growth of piggybacking and add something to America's overall transportation system that is both industrially necessary and economically feasible."

Offer of the combination "package" was said to represent the first product sales tie-up between a manufacturer of railroad equipment and a manufacturer of equipment for the trucking industry.

liberalize benefit provisions in the Railroad Retirement Act.

H.R.8230 and H.R.8231, to liberalize benefit provisions of the Railroad Retirement Act (Boyle, Ill.).

Cabinet Committee Report Gets Presidential Boost

President Eisenhower's state-of-the-union message "earnestly" recommended that Congress "give prompt attention" to recommendations of the President's Cabinet Committee on Transport Policy and Organization.

The message, which went to Congress January 5, recalled that the President had previously "commended the fundamental purposes and objectives of the committee's proposals." The proposals include principally the rate program designed to accord railroads and common carriers generally more freedom to adjust rates in competitive situations.

While the President devoted a three-sentence paragraph of his message to the subject, he did not list it, as he did proposed highway legislation, among "measures of great national importance" which "demand immediate attention."

"Highway legislation" also got attention in its own section of the message. There the President said that "legislation to provide a modern, interstate highway system is even more urgent this year than last." He went on to recall his previous advocacy of measures to complete the "vital 40,000 mile interstate system," and then he added:

"If we are ever to solve our mounting traffic problem, the whole interstate system must be authorized as one project, to be completed approximately within the specified time (10 years). . . . As in the case of other pressing problems, there must be an adequate plan of financing. To continue drastically needed improvement in other national highway systems, I

recommend continuation of the Federal Aid Highway Program."

In discussing his plan for balancing the budget, the President said this contemplated that there should be no reduction in excise taxes which include the levies on amounts paid for for-hire freight and passenger transportation. He also said he plans to submit to Congress later "recommendations on postal facilities and on additional postal revenues."

Operations

Transport Role in Defense And National Growth Cited

Nuclear power and advances in metallurgy are making it possible for the transportation network of the future to exceed anything now visualized, Clark Hungerford, president of the Frisco, told the New York Chapter of the National Defense Transportation Association January 6.

Mr. Hungerford, who is also president of the NDTA, said that as the national population grows and production keeps pace with it, the standard of living also climbs steadily upward. Transport, he said, has the role of insuring this progress while at the same time maintaining the country's defensive potential.

"A high degree of statesmanship" must be developed among transportation leaders, he said, to achieve an effective coordination and integration of all systems of transport.

William T. Faricy, president of the Association of American Railroads, told the Cleveland chapter of the NDTA January 12 that "our problem is to use these various means of transport in time of peace in such fashion that they may thrive and prosper naturally" to attain maximum readiness for defense.

However, he stipulated that each mode of transport should do "the job which it can do best, cost and service considered" to provide most efficient preparation. In this connection, Mr. Faricy urged consideration of the Cabinet Report which seeks, in part, to enable each mode to "develop its strength naturally along lines of the greatest economy of manpower, fuel and materials."

AAR Revises Its Inspection Procedure

The Mechanical Inspection Department of the AAR on January 1 began conducting its checking operations primarily on a regional basis rather than by individual roads.

Past practice had been for the department to start checking operations on an individual railroad and remain on that road by traveling from point to point over the entire system until all or most of its shop or yard facilities had been inspected.

Under the new procedure, the entire inspection force will deal with one large terminal at a time, covering all roads and private car lines in the immediate vicinity. The larger terminal will also be used as a hub for short inspection trips to outlying points. Smaller intermediate facilities will be checked along the way to the next central terminal.

Main reasons for the procedure change are to reduce the amount of travel and to provide more frequent contact with each road. While each contact will be of shorter duration than before it is felt that the increased frequency of contacts will help clear up possible misunderstandings caused by changes in mandatory rules and regulations.

Floods Cost Western Roads \$6.8 Million

Record storms and floods in Oregon, northern California, and Nevada cost the Southern Pacific and Western Pacific an estimated \$6,800,000 (*Railway Age*, January 2, page 12).

F. B. Whitman, Western Pacific president, estimates the storm cost his road \$1,160,000 in loss of revenue and expense of detouring and rerouting. Damage to roadway, track and bridges will probably amount to another \$400,000, he added.

The WP's line in Feather River canyon was blocked for several weeks by a rock slide at Milepost 250, 45 miles northeast of Oroville, Cal. To eliminate the possibility of being blocked by future slides at Milepost 250, a tunnel about 2,500 ft long will be drilled behind the rock face, at a cost of about \$1,500,000, Mr. Whitman announced.

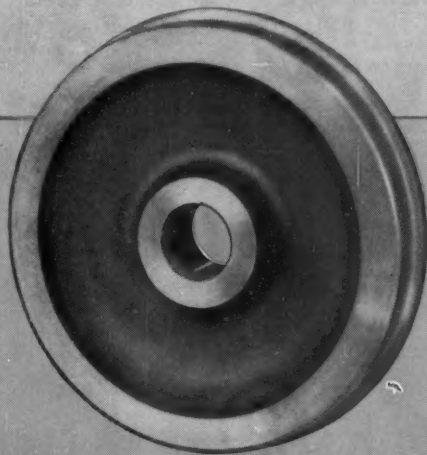
Bridge of the Sacramento Northern (WP subsidiary) over the Feather (Continued on page 15)

proud of his strong arm

by Hungerford



We will be glad to send you enlarged copies of this Hungerford cartoon (without advertising copy) for posting on your office and shop bulletin boards, or a cut for your company magazine, at cost.



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YEAR-END FLOODS did this to the Northwestern Pacific's main line along the Eel river, 28 miles south of Eureka, Cal. Southern Pacific's loss was about \$5,000,000, including flood damage, operating expenses in battling the storm, and revenue loss, D. J. Russell, president, said. Largest portion of SP loss was on the NWP, northern line of which will not be reopened for several weeks. Water in Eel River canyon rose seven to eight feet above the tracks.

Operations

(Continued from page 12)
river between Marysville, Cal., and Yuba City, was washed out, and the estimated cost of replacement is \$265,000. Plans are being prepared for rebuilding the bridge.

Piggyback Service Is Expanded by Two Roads

Piggyback service expansions have been announced by the Union Pacific and the Chicago & North Western.

Under new UP tariffs, the Spokane, Wash., Lewiston, Yakima, Grandview, Sunnyside, Richland, Kennewick, and

Walla Walla areas are provided with piggyback service to and from California points on the Southern Pacific via Portland; and also to and from UP points in eastern Oregon, southern Idaho, Utah, Nevada, and southern California.

The new UP operations include extended service between eastern Oregon, southern Idaho, Utah, and Nevada points and southern California via Salt Lake City.

C&NW has expanded its piggyback service to connect Chicago and Rockford, Ill., and Chicago and Beloit, Wis.-Janesville. The new service, for less-carload shipments, will be operated daily in each direction on an overnight schedule. At Rockford, trailers will be loaded and unloaded from a permanent ramp. At Beloit, a portable magnesium ramp will be used.

Supply Trade

Canadian C&F Now in Hawker Siddley Group

Disclosure that the Hawker Siddley Group of England has acquired control of Canadian Car & Foundry Co. was made in the recent annual report of Hawker Siddley Chairman Sir Thomas Sopwith. Control was acquired, he reported, through purchase of Canadian Car & Foundry's capital stock by A. V. Roe Canada Ltd., subsidiary of Hawker Siddley.

Canadian Locomotive Buys Davenport-Besler Division

Canadian Locomotive Company has purchased the locomotive division of Davenport-Besler Corporation of Davenport, Iowa. R. H. Morse, Jr., president of the locomotive company, said the transaction does not involve purchase of the Davenport plant.

His company has acquired, he said, locomotive designs and parts, inventory, patterns, jigs, tools, and fixtures as well as trade names for the Iowa firm's complete line of Davenport and HK Porter industrial locomotives. Davenport-Besler, he said, is leaving the locomotive field.

Mr. Morse said that in addition to operating a company in the United States, CLC will manufacture industrial locomotives at its Kingston, Ont., works for domestic and export sale. He said it is planned to form a new company to operate in the United States.

Union Switch & Signal—Division of Westinghouse Air Brake Company has announced the following changes: **L. A. Damasio**, a member of the project engineering group, appointed sales engineer, Pittsburgh office; **W. R. Fisher**, sales engineer at Swissvale, transferred in same ca-



R. G. ALTIZER (left), has been appointed assistant to president, Magnus Metal Corporation (*Railway Age*, January 2). **RALPH D. BAKER** (center), is now eastern sales

manager, covering central and southern regions; and **CHARLES V. KINSLEY** (right), district sales manager for New York and New England.

capacity to Chicago district office, succeeding **I. H. Hultgren**, appointed special representative yards and terminals, at Swissvale; **L. P. Tracy**, sales engineer, named assistant district manager at Chicago; **M. R. Waller**, formerly assistant sales manager, **Railroad Accessories Corporation**, appointed sales engineer, New York district office.

G. L. Goebel, has resigned as mechanical engineer of the New Haven to become technical vice-president of **Piggy-Back, Inc.**, with headquarters at 70 Pine street, New York.

Allen L. Tilsley has been appointed assistant general manager, railroad sales, **Colorado Fuel & Iron Corp.**, at Denver.

Paul Azzolina has been appointed manager of the service department for the Le Roi division, **Westinghouse Air Brake Company**. Mr. Azzolina was formerly assistant manager of the department.

E. B. Suydam has been appointed president of **Linde Air products Company**, a division of **Union Carbide & Carbon Corp.**, to succeed **T. D. Cartledge**, who continues as a vice-president of the corporation. **William M. Haile** has been appointed a vice-president of **Linde Air Products**.

Relocation of the Microwave and Industrial Products department of **Motorola's** Communications and Electronics division into new and expanded office, manufacturing and engineering quarters has been announced. New address of the department is 1400 N. Cicero avenue, Chicago 51.

Chemicals & Materials Corp. has opened a branch office at 332 South Michigan avenue, Chicago, in charge of **John H. Van Moss, Sr.**, assisted by his son, **John H. Van Moss, Jr.**

The office of **American SAB Company, Inc.**, is now at 332 South Michigan avenue, Chicago.

Joe K. Lynch has been named resident manager of a newly opened sales office of **Massey Concrete Products Company** in the Brown Marx building, Birmingham, Ala.

OBITUARY

Robert J. Beeson, consultant of **North American Car Corporation** at Chicago, and former president of **Mathers Humane Stock Transportation Company**, died January 10.

Paul Ackerman, 54, editor, employee publications, **Pullman-Standard Car Manufacturing Company**, died January 17 at Chicago.

Clyde A. Sattley, 90, retired Chicago regional manager of the **Electro-**

Motive Division of General Motors Corporation, died December 28, 1955, at Santa Fe, N.M.

Charles J. Hardy, former board chairman and president of **ACF Industries, Inc.**, died January 17. Mr. Hardy, a native New Yorker, was graduated from Columbia University with the degree of Bachelor of Laws. He specialized in corporation law and became counsel for and a director of many corporations. In 1899 thirteen carbuilding companies were merged to form **American Car & Foundry Co.**



Charles J. Hardy

now **ACF Industries, Inc.**, with Mr. Hardy as counsel. In 1916 he was elected to the board of directors; in 1932 he became a member of the executive committee and in the following year president. He relinquished the presidency in 1944 and was named chairman of the board. In 1951 he resigned from that position and also as a member of both the board of directors and the executive committee.

Rates & Fares

Rail and Motor Damage Limit Cases Consolidated

Railroad and motor carrier cases involving proposed released-rate rules which would provide generally for a \$3-per-pound limit on liability have been consolidated by the Interstate Commerce Commission.

The motor carrier case (Ex Parte No. MC-49) was pending for some time when the railroad proposal was filed last month (*Railway Age*, January 2, page 11). The railroad case is Ex Parte No. 197.

The commission's consolidation notice postponed indefinitely the hearing previously scheduled for January 23 in the motor carrier case. It went on to schedule for the same day a pre-hearing conference in both cases. The conference will be conducted by Examiner John A. Russell.

Financial

RR Stocks Need Better Political Climate—Bretey

If railroad common stocks are to become "interesting" to institutional security buyers, railroads must obtain a more favorable political climate, according to **Pierre R. Bretey**, partner, **Hayden, Stone & Co.** Mr. Bretey, addressing the annual meeting of the National Federation of Security Analysts in New York December 28, 1955, emphasized that railroads should be granted the "right to diversify," i.e., engage in other forms of transportation.

Mr. Bretey declared that the favorable factors in the railroads' future have already been taken into account in the eight-fold increase in average value of railroad stocks since 1942. Already discounted are: (1) substantial debt reduction; (2) marked decrease in fixed charges; (3) increase in working funds; and (4) operating savings from mechanization and dieselization.

The speaker emphasized that the Dow-Jones average price of railroad stocks today, while high in contrast with 1942, nevertheless averages only eight times earnings, compared with 13½ times earnings of the 30 Dow-Jones industrial stocks. Yields afforded on the Dow-Jones railroad shares average 6%, compared with 4¼% on the D-J industrials.

Mr. Bretey, a former president of the federation, made the following recommendations in railroad stocks for investors:

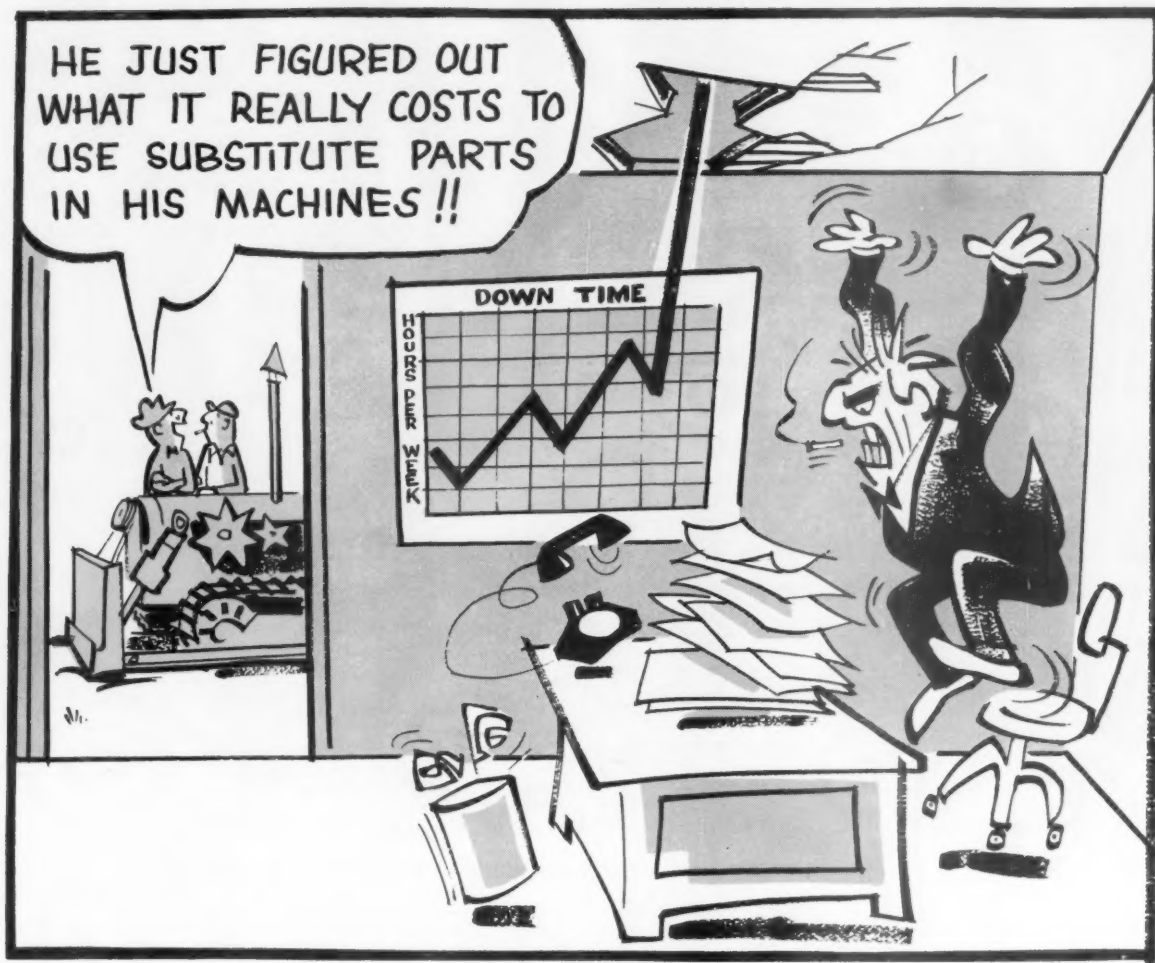
(1) "For growth": **Western Pacific**, **Kansas City Southern** and **Great Northern**; (2) "secondary, for appreciation": **Missouri Pacific** "when issued," and **Chicago Great Western**; (3) "for solid investment without dynamics": the **Poahontas roads**; and (4) "for profitable auxiliary enterprises (like oil)": **Northern Pacific**, **Southern Pacific**, **Union Pacific**, **Santa Fe**, **Canadian Pacific** and **Frisco**.

Trustee Group Favors Merger for the Monon

"Consolidation of the Monon with a complementary railroad system, or even with a partially competing system, could be advantageous to both parties and should ultimately be achieved."

This conclusion, by the stock trustees who have held the Monon's Class A and Class B stock in a voting trust since the road's reorganization in 1946, was contained in a report terminating the stock trusteeship January 10.

The trustees, reviewing the Monon's record since World War II, said the road's isolated and unsupported position as a small independent carrier (*Continued on page 46*)



Down time is no joke.

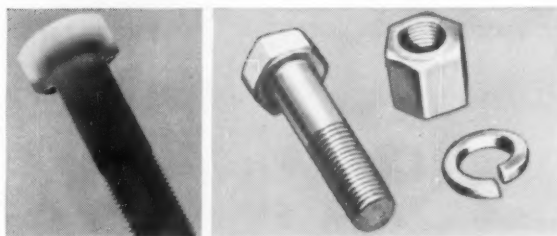
But it happens at times when track hardware gives out.

If you replace with original Caterpillar hardware, here's what you're sure of: bolts, nuts, capscrews and lock washers made from prechecked fine-grade steels, carefully hardened and tested, finished to the strictest specifications in the industry. You're sure of longer wear life, no matter how tough your jobs come. You're sure of *less* down time in the future.

If you replace with substitute hardware—can you be sure of anything?

Better get Caterpillar parts every time.

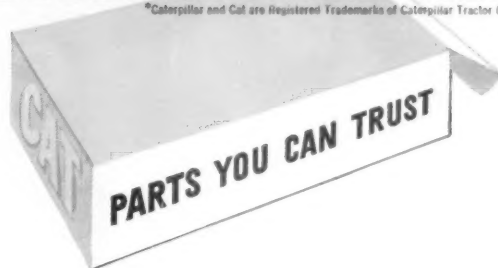
Caterpillar Tractor Co., Peoria, Illinois, U.S.A.



On the surface, CAT® hardware looks like ordinary kind. But etched cross section of newly designed track bolt (left) shows depth of special "Hi-Electro" hardening penetration in bolt head.

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PRESENTING

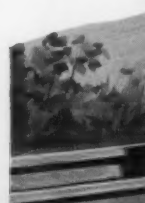
● More than 200 RDCs, and many millions of RDC operating miles, have proved the soundness and dependability of all of the car's major components—structure, power, transmission, brakes.

But during the five years RDC has been in service, it is inevitable that invention, the development of new materials, and operating experience should all present opportunities to improve the car.

These improvements cover a multitude of categories large and small. They make it a better looking car, both outside and inside. They make it more comfortable both for passengers and crew. They make it stronger and safer. They increase its performance. They make it easier to maintain.

You get more available power . . . faster-acting brakes . . . increased air-conditioning capacity . . . larger wheels for longer life . . . permanently colored plastic interior surfaces that never need paint. Controls, connections, accessories have been improved and re-located for greater convenience and longer life.

The car's a thoroughbred. It's the new RDC. You can have delivery this year. The Budd Company, Philadelphia 15.

The logo for The Budd Company, featuring the word "Budd" in a stylized, italicized, sans-serif font. A horizontal line is positioned above the letters "B" and "d", and another horizontal line is positioned below the letters "B" and "d", creating a frame around the central text.

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“Competition gives us better values

—we got a good buy on our TV set!”

Inquiring Reporter: What do you folks think of the proposals in Congress that would give *regulated* forms of transportation more freedom to price their services in competition with each other — and with unregulated trucks and barges, too?

Husband: Well, we’ve just bought a new TV set at a very good price — with every store in town competing to give us the best value. Competition *always* gives us more for our money.

Wife: Isn’t there competitive pricing in transportation, too?

Inquiring Reporter: Not always. Present government regulations frequently require regulated carriers, such as all railroads and some trucks, to make freight rates higher than would otherwise be necessary — just to protect competing forms of transportation.

Husband: I read about that. Didn’t a Cabinet Committee appointed by the President recommend a change?

Inquiring Reporter: Yes. The Committee says that if each form of transportation were given the right to make

rates related to its own costs and needs, everybody would benefit — including consumers like yourselves.

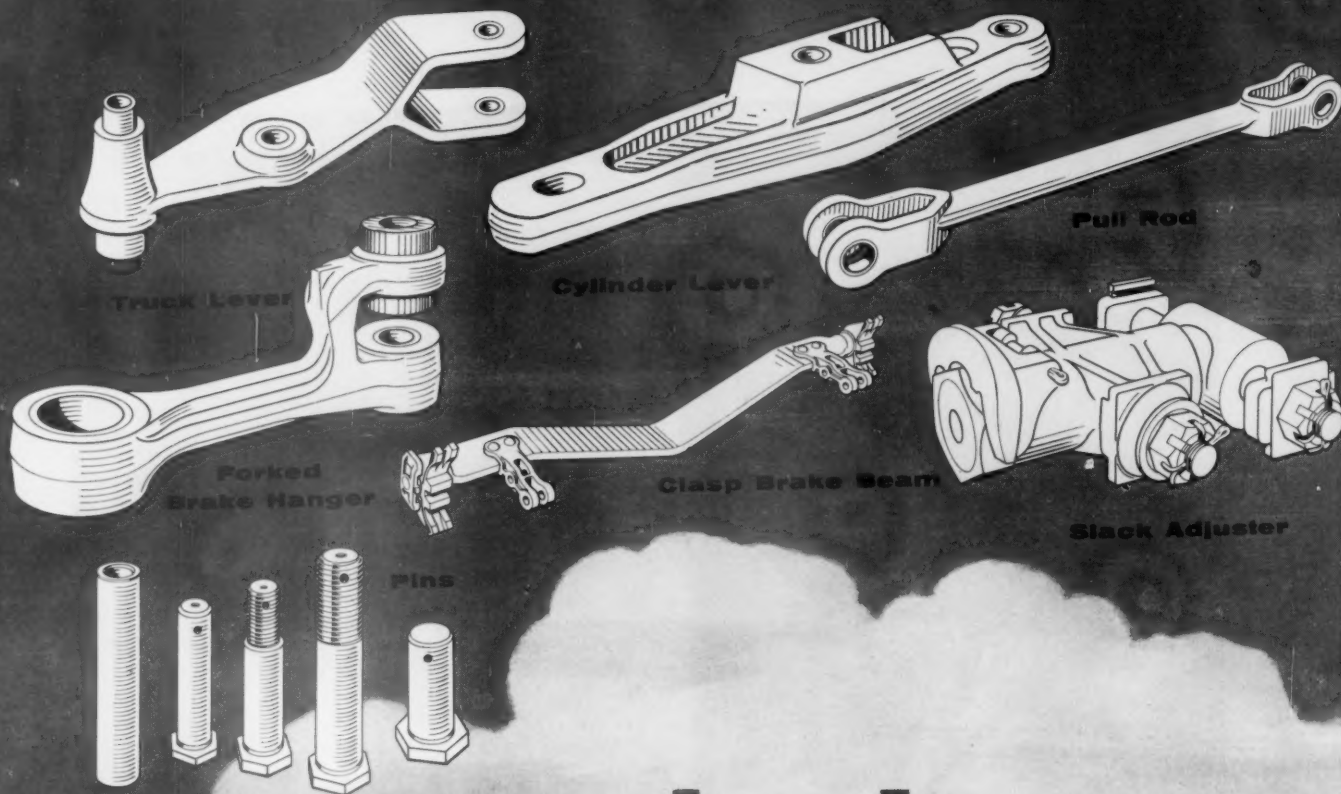
Wife: I should think so. After all, freight charges are part of the cost of everything we buy.

Husband: Like our new TV set, for example. Yes indeed, you can say we favor competitive freight rates!

For full information on this vital subject, write for booklet, “Why Not Let Competition Work?”

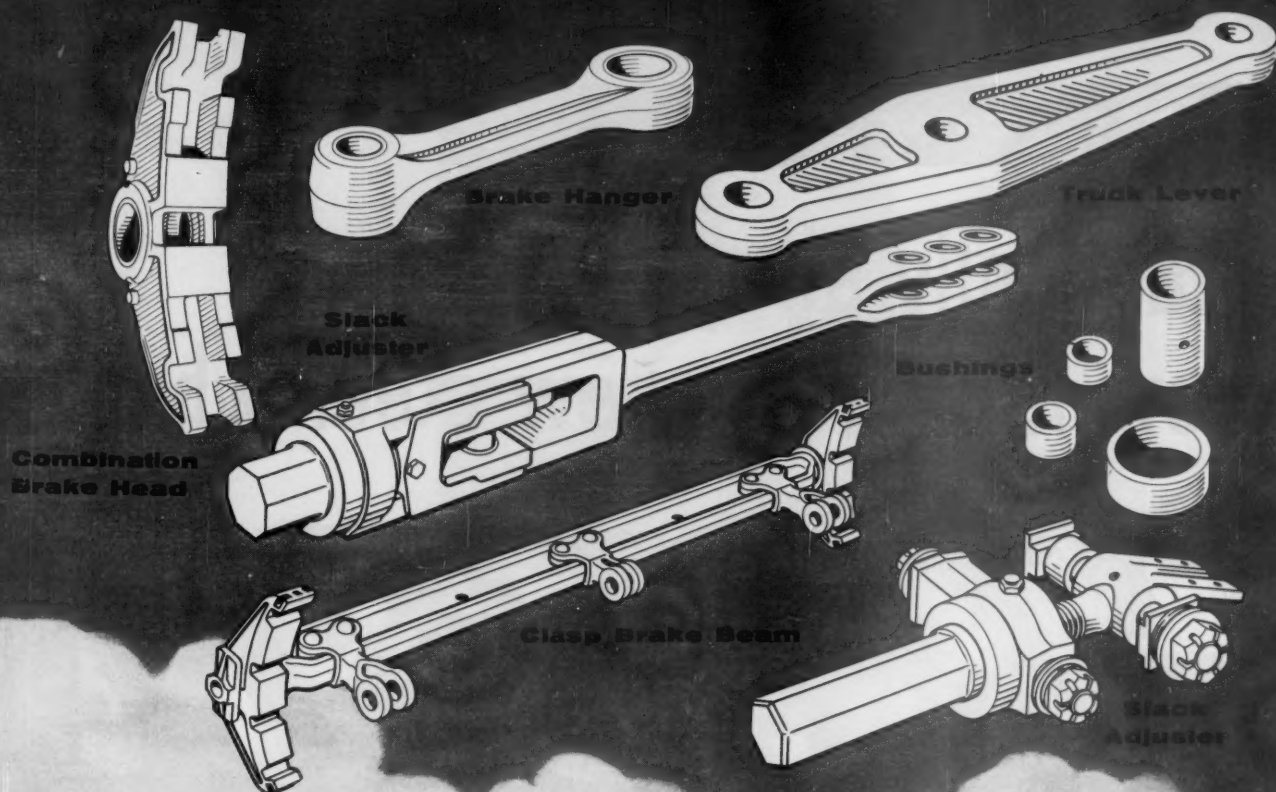
Association of American Railroads

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*Bring your parts requirements to
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Brake repair parts from two sources may look alike—but they don't necessarily perform alike. Each part you order from ASF gives you the finest possible service . . . because each reflects constant brake research and development.

As just one example, all ASF Pins are now induction-hardened. The equipment needed to do this job meant a big investment. But, it was entirely justified by a big increase in effective depth of hardness . . . another way of saying *longer service life*. As another example, Brake Heads now have hardened faces . . . additional processing that improves service performance.

That's typical of the advantages—to you—of working with brake specialists. And when it comes to production efficiency, ASF lines are specially set up for producing all types of brake components. All operations, from forging, casting and welding through final machining, are handled by us: *you order from one source with one responsibility for quality.*

To serve you promptly we maintain a large inventory of active brake parts for your convenience. So, when you want brake service, call in your ASF Representative!

ASF

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MAKING TEST DATA COMPLETE...

Practically all types of cars
now roll on the new steel wheel...

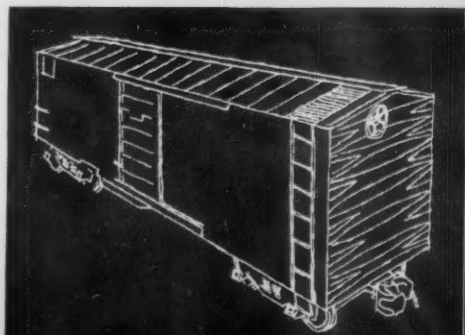
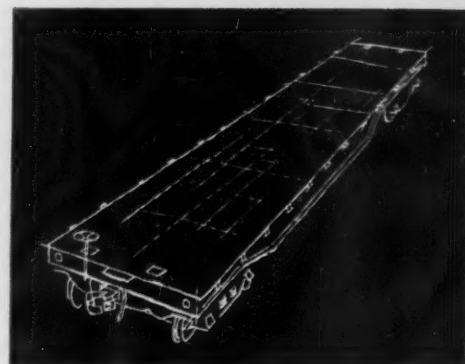
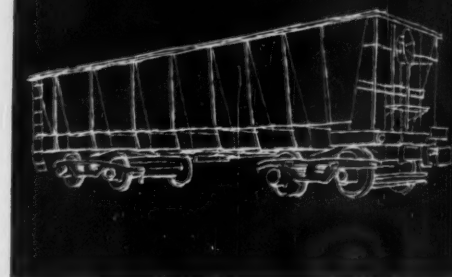
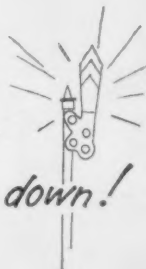
the **GRIFFIN**

Fifty-five railroads are now using thousands of
new Griffin EQS steel wheels...*under
practically all types of service conditions.*

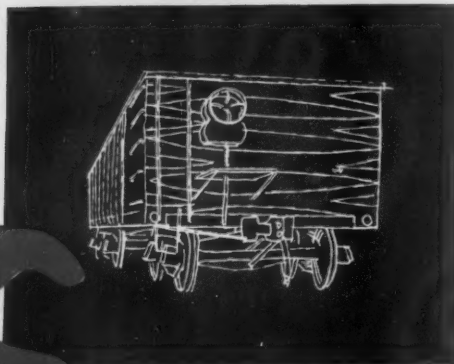
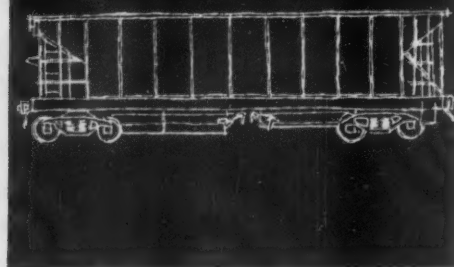
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The Griffin EQS wheel comes in fewer tape sizes...
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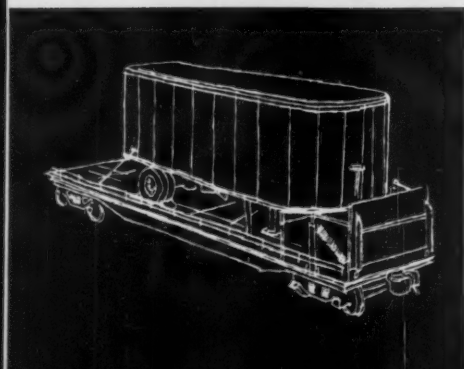
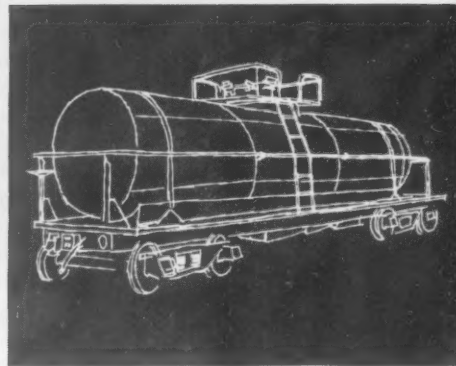
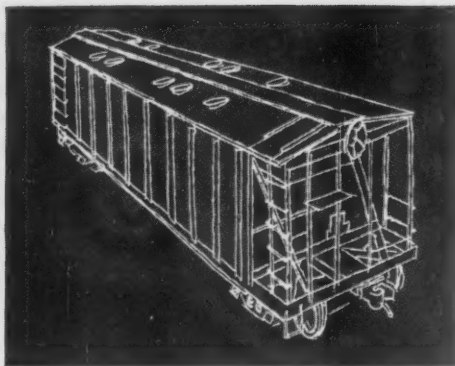
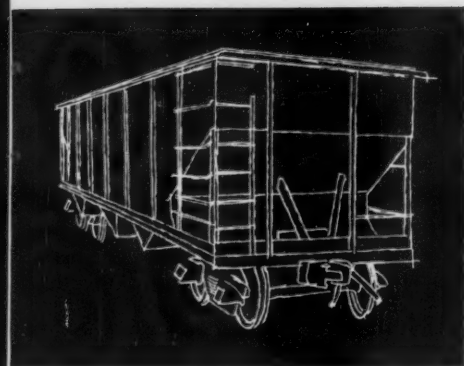
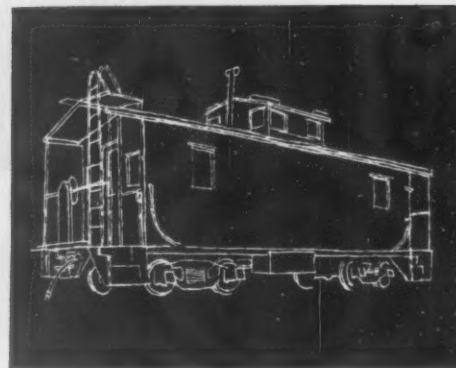
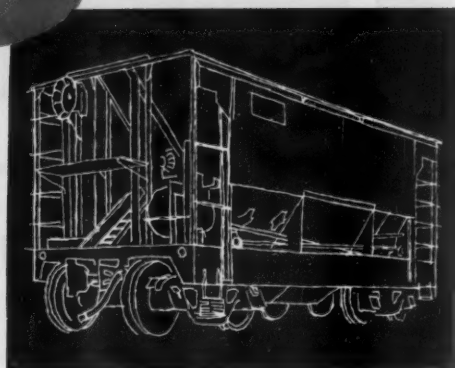
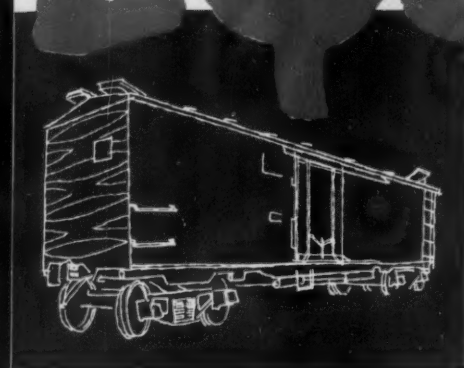
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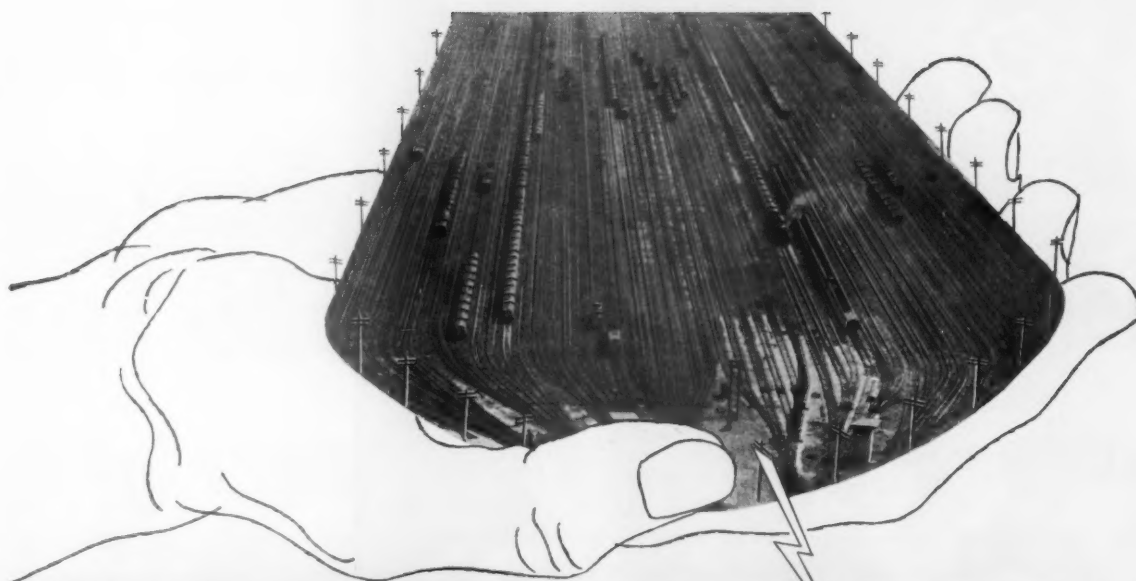


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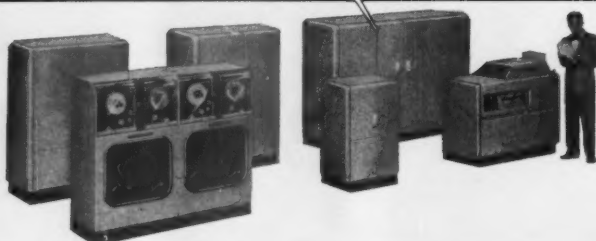
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Remington Rand
DIVISION OF SPERRY RAND CORPORATION

What's New in Products

Piggyback "Bridge"

A roller-mounted sliding "bridge," specially designed to span gaps between ends of adjacent flat cars in piggyback service, is now being tried out on an eastern railroad.

The Russell P-B Bridge slides on rollers which run on depressed tracks in car decks; hence, one man, using a hook that is provided, can pull it easily across gaps. Spring-loaded rollers at ends of both cars compensate for height variations up to 7 in., but "give" enough to allow the bridge to rest solidly on car decks under the weight of a trailer or tractor. The bridge has a non-skid surface for traction, and girder construction to combine light weight (288 lb) with strength and stiffness. It can be secured in place, either open or closed, by a lock with visual indicator; and



may be installed by car builders or company shops on either new or existing flat cars.

The manufacturer claims the new bridge is safer than a hinged bridge, because there is no danger of lifting strain on the operator and because it cannot be shaken free while a car is in motion. *R. E. Russell & Co., Hughesville, Pa. •*

Tractor-Shovel

A new 100-hp Traxcavator equipped with a 2½-cu yd bucket with 40-deg tipback at ground level has been introduced. This machine, Model No. 977, features a differential lever on each of the lift arms which is reported to make the tipback at ground level possible. It is further stated that this feature helps to retain heaped loads of loose material since the bucket can be driven into a stockpile, tipped back and a full load obtained at one time without declutching. The machine is equipped with an automatic kickout on the lift valve and an automatic positioner on the bucket-tip valve which permits the operator to move the lever into tipback position and then release it. The lever automatically moves to "hold" position when the bucket reaches digging position, which leaves the operator's hands free to operate

gear shift and steering controls. This positioner is adjustable and is reported to provide any desired bucket digging angle.

A full-flow hydraulic-oil filter is mounted on the left fender while the hydraulic valve and tank are mounted on the right fender. Hydraulic and tilt cylinders are mounted above the tracks but are placed low so as not to interfere with operator visibility. The diesel engine and gasoline starting engine are started from the operator's seat. A single-lever starting-engine clutch and pinion control and a 6-volt starting system for starting the engine are standard equipment. Twenty-four-volt direct electric starting is also available. The machine is equipped with an oil-type flywheel clutch. Forward speeds range up to 651 ft per min and reverse speeds up to 616 ft per min. *Caterpillar Tractor Company, Peoria, Ill. •*



Seat Upholstery

Four additions to the line of Naugahyde upholstery include two new patterns, a new finish in Elastic Naugahyde, and a new pattern in Breathable Naugahyde.

The two patterns of Elastic Naugahyde are Polynesian, introduced in 10 colors, and Pebble in 6 colors. Both are offered in 54 in. widths and 30 oz weight. The new finish is Glazed Antique, a smooth, high gloss finish. It comes in 20 colors and two weights of 27 and 40 oz. It is 54 in. wide. The Breathable Naugahyde, called Pylon, is available in 12 colors.

In addition, 5 colors have been added to the Contemporary pattern of Elastic Naugahyde. Eight colors are introduced in the Bark pattern.

Three new colors have been added to the Burnished Antique line which is offered in a 22 oz weight with woven rayon backing, as well as in 34 oz weight. *United States Rubber Company, Rockefeller Center, New York 22 •*



Controls for Tow Truck

Dual controls, enabling the operator to start or stop the machine while walking along either side, as well as when riding, are now available on the Tow-Bear, a three-wheel tow truck introduced earlier this year. The Tow-Bear is a fully hydraulic unit and operates on automotive-type batteries. It carries a built-in charger, and recharging is done by plugging into any 110-volt wall socket.

All components in the Tow-Bear are standard automotive and industrial units, making service or parts available everywhere.—*Tow-Bear Division, Hudson House, Inc., Portland, Ore. •*



. . . guards perishables under ALL conditions!

Major refrigerator car builders have been using all-hair insulation for nearly half a century — and today they specify Streamlite HAIRINSUL because of its 40% less weight, higher efficiency and greater economy.

At any location, at any temperature Streamlite HAIRINSUL provides maximum protection to valuable shipments of perishables.

Yes, Streamlite HAIRINSUL assures you all the major advantages listed at the right — and more besides. Write for complete data.

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• **LOW CONDUCTIVITY** — Thoroughly washed and sterilized, all-hair heat barrier. Rated conductivity — .25 btu per square foot, per hour, per degree F., per inch thick.

• **LIGHT WEIGHT** — Advanced processing methods reduce weight of STREAMLITE HAIRINSUL by 40%.

• **PERMANENT** — Does not disintegrate when wet, resists absorption. Will not shake down, is fire resistant and odorless.

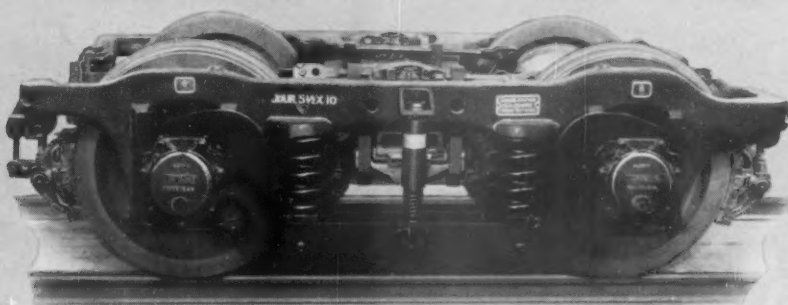
• **EASY TO INSTALL** — Blankets may be applied to car wall in one piece, from sill to plate and from one side door to the other. Self-supporting in wall section between fasteners.

• **COMPLETE RANGE** — STREAMLITE HAIRINSUL is available ½" to 4" thick, up to 127" wide. Stitched on 5" or 10" centers between two layers of reinforced asphalt laminated paper. Other weights and facings are available.

• **HIGH SALVAGE VALUE** — The all-hair content does not deteriorate with age; therefore has high salvage value. No other type of insulation offers a comparable saving.



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and for most economical operation.

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COMMONWEALTH BX Trucks are accepted in passenger train interchange without exception. Write today for full information!



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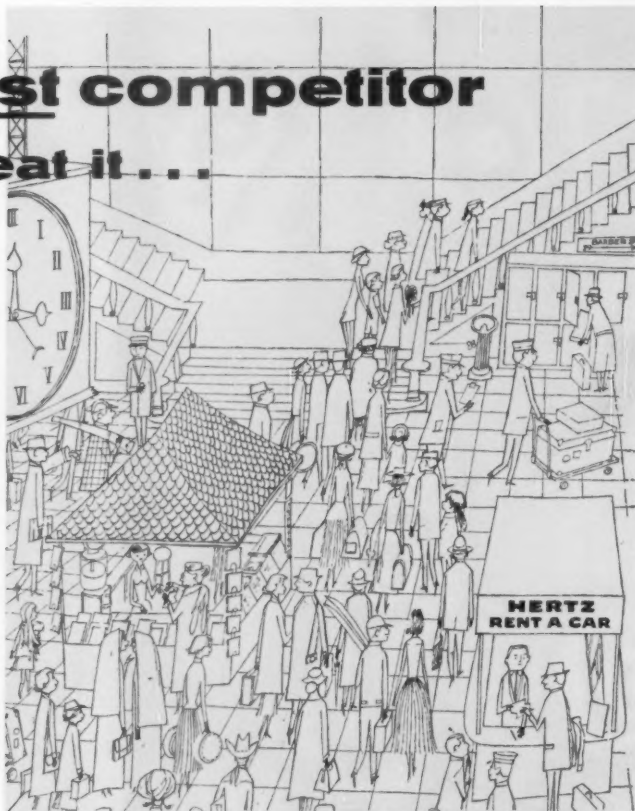
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your Hertz Rent A Car from your ticket agent." These signs clamp on the grill of your ticket agents' windows.

Hertz also provides for the counters of your ticket agents and for ticket envelopes, small 2" x 4½" folders describing Hertz Service and the Rail-Auto Travel Plan. Both items are available in any quantity at no charge.

4. **HERTZ** now spends over \$1,000,000 a year in leading national magazines to sell the Rail-Auto Travel Plan. In your own advertising, *promote* the Plan. *Show* its many advantages. Use *displays* in your ticket offices. *Advertise* the Plan in your timetables... on your *billboards*... highway over-passes.

5. **AND REMEMBER**—only Hertz—the world's largest rent a car system—offers 30 years' experience... with more than 10,700 cars at over 950 offices in over 650 cities throughout the world. Every car is new, clean... and Hertz furnishes all gasoline, oil... Public Liability, Property Damage, Fire and Theft Insurance, and \$100.00 deductible collision protection—at *no extra cost!* Hertz has more than 1,500,000 people who hold Hertz Charge Cards and Courtesy Cards. Also, Hertz honors Rail Credit Cards.

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How to Improve the Debate on Transportation

Some aspects of the public debate now under way on transportation policy would not suffer from improvement in accuracy. It would be a great public service if some organization interested in transportation—but not partisan to any one method—would set up a panel of experts to warn the public whenever any of the enthusiasts for one side or the other transgresses truth, or otherwise seeks to “make the worse appear to be the better cause.” Take, for instance, the assertion that railroad regulation came about—not to control a monopoly, but to prevent the railroads from competing too vigorously. True or False? If true, then why were minimum rates not regulated?

Why is it that the “court of public opinion” should be so much more lax in the quality of evidence it will accept than a court of law? In a court of law, if a witness utters a mis-statement of fact, he may live to regret it. If an advocate attempts to introduce testimony not germane to the case at issue, he may be challenged and the evidence ruled out. In the “court of public opinion,” on the other hand, there are few required standards for quality in the testimony—except those imposed by the competence and moral self-restraint of the witnesses and advocates themselves.

The reason that there are safeguards in courts of law and few or none in the “court of public opinion” is, probably, that courts of law have been deciding important cases for a thousand years—and, over that long period, have learned by painful experience the precautions they must take if they are to succeed in their goal of dispensing justice. By contrast, it is only recently that the “court of public opinion” has acquired the power to decide many great issues—affecting the poverty or plenty of almost everybody.

A hundred years ago Congress did not have the right to vote appropriations for “internal improvements”—highways and waterways, airports, public schools, aid to farmers, and so forth. If there were advocates of such projects, there was no “court” before which they could lay their claims. Such questions, in those days, were beyond the range of political power. If people wanted

more highways, waterways, schools, or farm income—the only way they could get them was by local action or by hard work and thrift on their own part. But, now, all that has changed.

The foregoing observation is not intended, necessarily, to be critical of the great recent concentration of economic power in the hands of politics—but only to call attention to the fact. Where private citizens still find some economic power left in their hands, it is only by political sufferance. For example, an increase in the income tax rate to 100 per cent could, overnight, change all citizens from their present status of partial and potential serfs to genuine serfdom.

What government actually does with the absolute economic power it has acquired is determined by the now-all-important “court of public opinion.” There is practically nothing, today, that Congress cannot do in the direction, say, of taking income and property away from some categories of citizens and giving it to other categories of citizens or to citizens of other countries. Congress may (and does) subject one industry to rigid policing and regulation—and leave other industries in the same field of trade entirely free of restraint.

What limitations are there, then, on government? The only firm limitation there is, is that exercised by the “court of public opinion.” If one group of citizens believes that Congress is going further than the public interest permits in limiting or promoting it or some other group, then this dissatisfied group still has the right to inform the public and Congress of its point of view. It has the right to try to persuade Congress to its way of thinking or, failing that, to endeavor to persuade the electors to send different legislators to Washington.

The court of public opinion may be defined as: Those citizens who are susceptible to evidence and arguments on questions of public policy—which might cause them to vote for Candidate A instead of Candidate B, or which could induce them to write to public officials favoring or opposing some specific course of action.

Public debate of transportation issues can lead the “court of public opinion” to wise decisions on such issues—consonant with the public interest—only if the evidence presented in the course of this debate is accurate, and if the reasoning from the evidence is honest. It would help if there were a competent and disinterested jury of people who know something about transportation to advise the “court” on the reliability of some of the evidence now being laid before it.

Now— Freight IS Moving **FASTER!**

Schedules for many important railroad freight runs are being trimmed in a new bid to hold or win traffic—Costs stay in line

By **JOE W. KIZZIA**
Transportation Editor

** * * "Limiting some trains to 70 cars is helping us provide more dependable service to our customers."*

** * * "Our speeded up service has regained some traffic, and has retained business which might otherwise have migrated to our competitors."*

** * * "Loss and damage has, if anything, been reduced because we have eliminated switching at a number of secondary terminal points."*

Coming from operating officers of three major Class I roads, these comments shed light on what appears to be a quiet trend on many railroads: Freight trains are moving faster, taking less time from origin to destination. Tonnage is, in many cases, giving way to speedier, more dependable service. It's part of a determined bid by many rail carriers to match or better the running time of highway competitors. And results so far look good.

It is recognized, of course, that speed is not the only factor in improving railroad service. Overall dependability—involving prompt dispatching of cars at origin, safe and efficient handling en route, arrival times geared to shipper needs and demands, and on-time placement at destination—is at least equally important. So is performance in making delivery to connections and in maintaining advertised schedules. But the growing tendency to trim scheduled running time points to a new emphasis on speed. This article deals with that aspect alone.

To gauge present thinking on this trend toward speedier freight service, *Railway Age* recently queried more than two dozen railroads across the country. The questions ranged like this: Has your railroad published faster schedules for certain trains, and, if so, where were your

time savings made? What new operating practices have been required? Have these trains materially affected your costs, and what has been their effect on freight volume?

The answers are significant. Almost every carrier came up with reports of faster freight service, and several have clipped as much as 24 hours off former times en route.

"We feel definitely that we have held on to some business which would undoubtedly have been lost had we not provided better service," says J. C. Grissom, superintendent of transportation of the Louisville & Nashville. Chimes a spokesman for the Southern Pacific: "These services have been quite successful in obtaining additional freight volume, and are expected to continue to add steadily."

The Frisco, which trimmed hours off three major freight schedules, reports its improved service has secured traffic that had been moving adversely. Furthermore, through effecting a new connection at Springfield, the road has been able to influence traffic to the "Quanah route" that previously moved via short haul junctions.

"We feel sure that high speed trains have attracted additional business," declares James L. Cooke, general superintendent of transportation of the Seaboard Air Line.

"They have had no noticeable effect on our other trains, with the exception of those connecting with the high speed trains, and these have shown an increase." E. L. Morrison, Jr., general superintendent computer applications, Chesapeake & Ohio, offers similar comment.

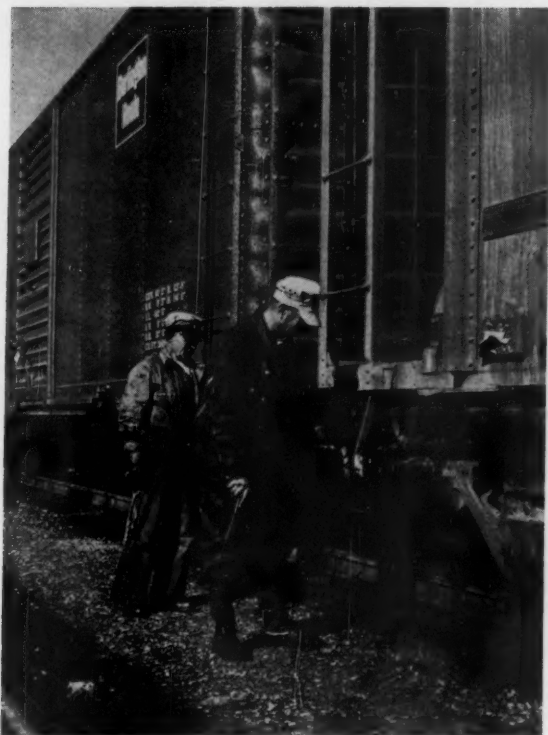
A few roads naturally are cautious in claiming that new fast freights alone are responsible for better business. The Wabash, for example, which has trimmed from





GREATER ATTENTION TO BLOCKING is helping many roads reduce terminal delay at intermediate points and provide faster delivery at final destination. This cut of coal cars rolls off the hump at the Seaboard's big retarder yard at Hamlet, N. C.

MAINTRACKING through terminals and more rapid inspection of trains by maintenance forces helps the C&E1 cover 270-mile run into Chicago from Evansville, Ind., in eight hours.



FASTER INSPECTION by maintenance forces, including checking on the main line to avoid moving trains into the yard, is one important factor in stepping up train performance. Several carriers report they now concentrate more men on their fast freights and some make inspections while the train is rolling.



ONE IMPORTANT LEG of a speedy new perishable and merchandise service between Florida and the Midwest is handled by Norfolk & Western trains 77 and 78, operating between Petersburg, Va., and Cincinnati-Columbus, Ohio. These cars are being delivered from the Seaboard to the N&W at Petersburg.



REDUCING INTERMEDIATE PICKUPS and setouts to a minimum, plus new attention to prior classification, has helped the Burlington shave 7 hours to a full day off deliveries to the Twin Cities and Denver from Chicago.

20 minutes to 3 hours off eight trains has this to say: "It is difficult to evaluate accurately the effect on traffic. Business in general has increased, and it's probable that improved schedules and handling have resulted both in retaining traffic that we might otherwise have lost, as well as attracting new traffic."

Methods used in improving freight schedules vary from

road to road. Over-the-road speed has been increased in most cases. Then, too, many of these trains handle less tonnage. There's more blocking of cars at origin or at selected points en route to expedite delivery at destination. Rolling inspections are used, icing or feeding stops have been shifted or eliminated, waybills are Teletyped ahead and more power is running through terminals.

"We make rolling inspections, instead of stopping," says a spokesman for the **Western Pacific**. This road has clipped hours off schedules of two trains between Southern California and the Pacific Northwest.

Nine railroads report their speedier freights are handling less tonnage per train. But, they contend, the loss from limiting tonnage is more than offset by improved availability of equipment, reduced per diem, and ability to make schedules in all kinds of weather.

"These high speed trains, with reduced tonnage ratings, have increased train cost, which is offset by increased locomotive utilization, and accelerated turnaround of car equipment," says Lloyd W. Baker, freight traffic manager of the **Baltimore & Ohio**.

"Our time savings are made by faster over-the-road speed and cuts in terminal time," says a spokesman for the **Great Northern**. "Diesel power, improved track conditions and the extensive use of train radio are other important factors.

"Terminal delay has been reduced by main-lining trains at terminals and by setting up additional classifications which eliminate switching at terminals." The GN lists eight freight trains with schedules from 3 to 24 hours faster than a year ago.

In the Southwest, the **Texas & Pacific** reports it was able to speed up, by five hours, a Texarkana-El Paso freight by giving more attention to prior classifications.

SPOTLIGHT ON SPEED

This list is a sampling of major roads, showing where they have stepped up freight train schedules in their continuing fight for increased traffic

BALTIMORE & OHIO: Six hours trimmed from overall running time of eastward and westward "Time-Saver" trains. Similar speed-up for Chicago-Boston train, "New England 96." Other improved schedules include No. 691 (New York to Baltimore and Potomac Yard), and No. 92 (Cincinnati-Toledo).

CHESAPEAKE & OHIO: Two east-bound and two westbound trains now scheduled 3½ hours faster. Chicago-Milwaukee to Richmond, Va., with connections for the South. Kanawha Valley points also served with these trains.

CHICAGO & EASTERN ILLINOIS: New northbound Florida perishable schedule (with ACL, NC&StL and L&N) provides third-morning delivery of Florida produce to Chicago markets. Evansville-Chicago run now one hour faster.

CHICAGO, BURLINGTON & QUINCY: Two trains (Chicago-St. Paul-Minneapolis and Chicago-Denver) now providing faster service, with schedules improved from minimum of 7 hours to one full day.

MILWAUKEE: Six hours to one full business day trimmed from three trains. Speed-up made in Chicago-Omaha, Chicago-Twin Cities, and Chicago-Seattle runs.

CENTRAL OF GEORGIA: Clipped three hours off running time of key perishable train between Albany, Ga., and Birmingham, Ala. Over-the-road speed increased approximately 10 mph.

DELAWARE, LACKAWANNA & WESTERN: Two trains, between Buffalo and Eastern destinations, help provide second-morning delivery between Chicago

and New York-Boston and other points. Up to 25 hours trimmed from former through schedule.

FRISCO: Schedules for Trains 37 (St. Louis-Fort Worth-Dallas) and 437 (St. Louis-Quanah) speeded up nearly five hours. Memphis-Springfield, Mo., schedule of No. 136 improved by 2½ hours. Average over-the-road speed increased 5 to 10 mph.

GREAT NORTHERN: Eight trains, including new "Expeditor" between Los Angeles-San Francisco and Portland-Tacoma, Seattle-Vancouver, B. C., now operating on improved schedules. Up to 25 hours trimmed from Minneapolis-West Coast run of No. 401. Savings on other key runs range from 3 hours to a full day.

LOUISVILLE & NASHVILLE: In addition to participating in the new Florida-Midwest service, with three faster trains (Birmingham-Nashville, Nashville-Evansville and Atlanta-Cincinnati), the L&N has stepped up one Cincinnati-New Orleans train to provide early first-morning arrival at Birmingham and second-morning at New Orleans.

MISSOURI-KANSAS-TEXAS: Running time reduced three hours on Train 275 between Kansas City and Oklahoma City to provide expedited service for piggyback

This has minimized switching at intermediate points and some local stops have been eliminated.

The **Pennsylvania**, in the East, says prior classification of four important eastbound trains, plus the elimination of a former icing stop at Columbus and a livestock feeding stop at Pittsburgh, helped trim 24 hours off schedules to East Coast cities.

"The elimination of intermediate stops, and faster terminal handling by keeping short cars off the train, has provided time savings," the **Milwaukee** reports. This road, without increasing the maximum authorized speed, has bettered, from 6 hours to a full day, the time of three of its important runs—Chicago-Omaha, Chicago-Twin Cities and Chicago-Seattle.

Twenty-four hour faster service to the West Coast from St. Paul-Minneapolis was inaugurated, among other improvements, by the **Northern Pacific** early in 1955. To do this, the road chopped nearly 13 hours from time previously spent in terminals, and made an additional 11 hour, 5-minute saving in over-the-road time.

"The terminal time was reduced by main tracking most of the trains, cutting out all unnecessary switching and eliminating handling cars for some intermediate points," said a spokesman for the NP. "The use of diesels has eliminated engine changes at many points, and made it possible to go through terminals in most cases without cutting off the engine." Average over-the-road speed was raised from 29 to 35 mph.

Perishables from Florida are now arriving at Chicago and other Northern cities a full day ahead of former schedules. The **Chicago & Eastern Illinois**, one participant in this speed-up, makes the 270-mile run from Evansville, Ind., to Chicago in eight hours.

"We are main tracking through terminals and car



EIGHT TRAINS are now running on faster schedules on the Great Northern. Speed was increased by limiting some trains to 70 cars, utilizing diesel power and improving track. Mainlining has resulted in fewer bad order cars.

maintenance forces are making more rapid inspections," says one C&EI officer. He goes on to express the opinion that high speed operations such as this materially reduce loss and damage claims.

The **Chesapeake & Ohio**, which has pepped up the performance of four trains over its leg of a Midwest-

and other traffic. Supporting schedules shifted to provide a day train, No. 281, from Parsons, Kans., to Oklahoma City, replacing a slower overnight service.

NEW YORK CENTRAL: Eight trains between Chicago, East St. Louis, Detroit and Eastern destinations are providing 24-hour faster service for perishable, livestock and other traffic. Dubbed the "Early Birds," these trains operate from 3½ hours to 22½ hours faster than formerly.

NORTHERN PACIFIC: Westbound time freight No. 603 now provides fourth morning delivery from Twin Cities to Pacific Coast, with fifth-morning service from Chicago. Train runs in two sections, serves Billings-Laurel, Mont.; Pasco-Yakima, Wash., Seattle, Spokane, Portland and Tacoma.

PENNSYLVANIA: Speedier service between Midwest cities and the East is provided by four major trains—CNY-2, VL-2, NF-6, and LCL-4/LCL-2. Arrivals are 24 hours earlier, including second-morning at New York. Third-morning delivery of perishables is assured to Boston markets.

READING: Twenty-four hour faster service is provided from the Midwest to Philadelphia and South Jersey points via a new train, "Alphajet 12." Other roads in this

operation are WM, P&WV, and Nickel Plate. Reading also participates in handling AP-346 on a stepped-up schedule between New England and the South.

SEABOARD AIR LINE: Faster schedules include Trains 27 (New York-New Orleans) and 75 (Miami-Hamlet, N. C.), as well as connecting freights. Up to 24 hours trimmed from these major runs. Recent addition to the fleet is a new fast freight between Tampa, Fla., and Potomac Yard, in conjunction with the RF&P. This train cover 855 miles in 23 hours.

SOUTHERN PACIFIC: Several schedules have been speeded in recent months, with significant improvements in piggyback trains. Deliveries are now one full day earlier from California to points in Nevada, Utah, Idaho, Oregon and Wyoming. In addition, one day has been clipped off former schedules to the Pacific Northwest, and piggybacks in Train 370 ("Arizona Overnight") from Los Angeles to Tucson arrive on second morning after billing date.

TEXAS & PACIFIC: Five hours were trimmed off a key Texarkana-El Paso train. The faster service also is provided to Dallas, Fort Worth, Abilene and Big Spring, Tex.

UNION PACIFIC: Chicago-Pacific Coast schedules have been shortened by one day, providing sixth-morning delivery instead of seventh morning. Inauguration of TOFC service resulted in speedier schedules from Pacific Coast points to cities in Nevada, Utah, Wyoming, Idaho, Oregon and Washington. Wyoming-Los Angeles schedule for livestock and packinghouse products now is 24 hours faster than a few months ago, with fourth-morning delivery.

WABASH: Eight trains, operating generally between St. Louis-Buffalo and Chicago-Buffalo, have been speeded up from 20 minutes to 3 hours. Emphasis has been to provide second-morning deliveries instead of third morning.

WESTERN MARYLAND: Two new trains, "Alphajet 12" and "Alphajet 1" (operated in conjunction with Reading, P&WV and Nickel Plate) have speeded eastward and westward deliveries by 24 hours. Trains handle piggybacks and perishables, serve Chicago-St. Louis in the West and Philadelphia-Baltimore territories in the East.

WESTERN PACIFIC: From 2 to 4¼ hours has been trimmed off two key freights between Southern California and the Pacific Northwest.



MORE POWER ON GRADES helps maintain higher average speeds in over-the-road service. Like many other major carriers, the UP has trimmed 24 hours off several important schedules, including Chicago to Pacific Coast cities. Most roads feel these changes have had a decidedly favorable influence on traffic.

Florida service, cites time savings from Teletyping consists ahead so switching work can be planned prior to train arrivals.

Keeping these fast freights on advertised schedules has required, in most cases, some adjustment in operating practices. The **Southern Pacific**, with 86% of gross ton-miles now moving under diesel power, is handling all of its fast "piggyback" trains with diesels. Caboose are running in through movement to cut possible terminal delays en route.

The **Union Pacific**, which shortened its Chicago-Pacific Coast schedules by a day as early as July 1953, reported late last summer that its freight cars were averaging 96.9 miles per day. The road is acquiring 45 new gas turbine locomotives which, it hopes, will improve this performance still more.

"Prior classification of trains at starting points, and placing our Chicago freighthouse operation on a six-day week schedule are helping us maintain on-time performance," reports C. A. Bick, operating vice-president of the **Monon**. Mr. Bick adds that installation of radio on trains "has helped speed them up," while closer inspection at terminals has added slightly to mechanical costs.

A spokesman for the **Central of Georgia**—which also participates in the new third-morning Florida-Chicago service—says his road recently trimmed three hours off one key perishable schedule. Average over-the-road speed was increased 10 mph, partly by handling less tonnage per train.

"Properly classifying this train at the original terminal, making abstracts at intermediate points by Recordak, and concentrating the inspection force on one train are among the steps taken by our operating department," the road reports.

"Closer supervision and improved yard facilities, especially at Hamlet where our modern retarder classification yard was placed in service the latter part of 1954, made possible our improved schedules," says Mr. Cooke of the **Seaboard**. "We also limit the tonnage handled in some instances in order to maintain speed on grades," he adds.

C. R. Zarfoss, traffic vice-president of the **Western Maryland**, says two new fast freights on his road require the use of extra crews between Hagerstown, Md., and Cumberland. These WM trains are operated with the **Nickel Plate-Reading-Pittsburgh & West Virginia** and provide second morning delivery between the Midwest and Philadelphia-Baltimore territories. They were set up specifically to handle piggybacks and perishables.

Elsewhere in the East, the **Lackawanna** reports its speed-up of two trains between Buffalo and the East Coast required some rearrangement of supporting schedules "as well as a reduction in the size of trains." As with other Eastern roads, the Lackawanna and its connections now provide second-morning delivery from Chicago to the seaboard cities.

New York Central "Early Bird" trains, pioneers in the speeded-up service to the East, were made possible "primarily" by reductions in terminal time (*Railway Age*, March 28, 1955, page 36). Average track speed was not increased but faster acceleration was possible because the trains, at least initially, were handling less tonnage.

(It should be pointed out that scheduled performance of some Eastern roads was seriously interrupted by flood damage last August. These included, among others, the Nickel Plate, Lackawanna, Erie, and New Haven. As an officer of the Nickel Plate pointed out at the time, a number of the road's important connections were temporarily disrupted, and slow orders were in effect for some time.)

The cost merely of running trains faster is hard to pin down, and some roads feel their speedier schedules contribute little, if anything, to operating costs. They can point to savings that offset increases elsewhere.

"Rescheduling train No. 136 into Kansas City at 2:30 p.m. instead of 5:30 a.m., its former arrival time, has enabled us to effect considerable savings in per diem payments," says a **Frisco** officer.

"The faster schedules have had no material effect on cost," affirms a **Northern Pacific** spokesman. "The loss due to limiting tonnage is more than offset in improved availability of equipment and reduction in per diem."

In this connection, other roads cite increased train-miles and a possible increase in maintenance costs.

"Operation of our Train 281 between Parsons and Oklahoma City at increased speed and shorter running time necessitated operation of a Parsons-Osage-Parsons run, averaging 5 or 6 days a week," said a **Katy** spokesman. "This, of course, adds 216 train-miles a day whenever the Osage turn operates. The only increase in maintenance cost would be that brought about by increased locomotive-miles."

"High speed has increased maintenance costs as our trains receive closer inspection, and maintenance of running gear has increased," says the **Southern Pacific**. But, as this road points out, no records are kept to segregate specifically such maintenance costs.

The **Chicago & North Western**, as well as the **Burlington**, recently trimmed a day off the Chicago-Twin Cities schedule. The North Western reports that costs were somewhat increased because of the new train but apparently the boost was not very great. "Maintenance was not increased to any appreciable extent," said one officer.

"We believe our locomotive maintenance for the most part can be based on the quantity of fuel oil burned and that a small amount of maintenance can be charged to mileage increase," the **Great Northern** points out.

OPERATING DEPARTMENT REALINED AS THE **Central De-Centralizes Management**

New setup permits more time for policy-making at top, encourages decisions in lower echelons—"Traffic Representatives" now "Salesmen"

The New York Central, reorganizing its management as of January 1, puts into practice a business concept that calls for decentralization and an increase of authority and responsibility in the lower echelons.

Key part of the reorganization lies in the change of the Operating Department from a departmental to a divisional setup. The Central's regional subdivisions have been completely eliminated in the process, leaving just three levels of management: headquarters, district and division.

While the major purpose of the reorganization is to promote improvement in overall transportation performance, Central President A. E. Perlman said that "one of the reorganization's primary plans is personnel development" through an "increase of authority down the line."

Many of the personnel changes resulting from the reorganization were reported in *Railway Age* on December 12, 1955, page 62, and January 9, page 211.

Among the most important of these were the naming of Karl A. Borntrager (formerly vice-president—operations and maintenance) senior vice-president; K. L. Moriarty (formerly chief engineer—system) vice-president—operation; and A. W. Lakoske (formerly general manager, Lines East) assistant vice-president—operation.

Another facet of the changeover is the redesignation of the Central's four districts. The Lines East, Lines West, Michigan Central and Big Four territories are now to be known simply as the Eastern, Western, Northern and Southern districts, respectively.

Continued De-Centralization

The reorganization, considered by Central officials to be another step in the decentralization process begun several years ago, was announced after a year of studies, surveys and conferences aimed at evaluating existing lines of authority and the particular jobs throughout the road's managerial framework. As part of this preparatory work, descriptions of every job in the system down to the first line of supervision were obtained and studied, partly for use in the January 1 step of what is to be a continuing plan of overall reorganization, and partly for use in subsequent developments.

Completed last November, the plan was then described in detail to some 500 officers in meetings held throughout the system in order to acquaint these key people with the overall picture.

While the most striking features of the departure from the existing management structure are found in the changes in the Operating Department, this is not the only portion of the system affected.

Some of the most significant changes are to be found

in what formerly was known as the Central's traffic department.

So sweeping is the change here that even the term "traffic" is eliminated from job titles in all but a few instances. The designation is now "freight sales and service" while "traffic representatives" will now bear the title of "salesmen."

In this connection, Mr. Perlman said "there are two major ways to increase net income: increase gross revenue and increase management efficiency. Traffic is salesmanship and we intend to increase the gross with sales techniques as modern as any used by other industries."

New Staff Positions

The principal sales officers with territorial jurisdiction now report directly to the vice-president in charge of the department, several intermediate layers of authority in some instances having been eliminated. On the other hand, several new headquarters staff positions have been established, with an emphasis on progressive sales practices and planning.

Among these is the post of director of market research, which will take in the duties of studying new areas where the Central can sell its services as well as where it can improve upon or increase its services where the road already shares the available market.

Another such post is that of director of industrial development. As part of the overall plan of the reorganization to pinpoint responsibility to the greatest possible degree, this post will encompass coordinating duties handled by other officers whose main responsibilities are in some other activity. At the same time, creation of the post on a headquarters level indicates an increasing interest on the part of top management in this activity.

Other modifications in the reorganization include the transfer of the manager of insurance from the engineering department to the finance department in keeping with a desire to place particular jobs under the jurisdiction of departments most naturally connected with the function of the job.

Likewise, all engineering has been placed in the operating department, while the director of safety has been elevated to a position at the presidential staff level. The top office itself has seen some expansion with the inclusion of the staff posts of director of technical research, director of transportation and economic research, director of reports and statistics and director of administrative planning.

This last post will be responsible for developing a pro-
(Continued on page 45)



EASTBOUND HALF of Conway yard which cost the Pennsylvania \$15 million is saving up to 12 hours in eastbound freight schedules.

The eastward side of Conway yard, recently put in service by the Pennsylvania near Pittsburgh, has two one-directional switching leads, extra retarders and modern communication facilities for providing...

Maximum Yard Automation

In the eastbound half of Conway yard, recently placed in service, the Pennsylvania believes it has "the most modern freight classification facility in the world." The yard is said to be designed for full automation and has special features for maintaining its intended classification capacity of 4,500 cars a day. The eastbound yard was constructed at a cost of approximately \$15 million and the westbound half, now under construction and scheduled for completion in 1956, will bring the road's total investment at Conway to \$34 million.

Even now, when the project is only half finished, the railroad reports possible savings up to 12 hours in some eastbound freight schedules. When the westbound yard goes into service, virtually all eastern seaboard traffic moving through the Columbus, Ohio, and Crestline gateways will be routed via Conway, with resultant savings of 2 to 24 hours on all trains. In addition, the new yard will expedite the delivery and dispatch of freight throughout the Pittsburgh area.

Why Build at Conway?

Conway was selected as the location for this modern freight classification yard because of its location near Pittsburgh, which makes it the only available point at which trains from western points could be assembled and all trains from eastern points could be dispatched without seriously affecting the mileage or causing any appreciable backhaul. Conway is also a logical point traffic-wise for this new facility because through it flow manufactured products from Chicago, automobile traffic from Michigan points, heavy ore shipments from Cleveland and Ashtabula, coal from the Tri-State area for delivery to lake ports, and agricultural products from the West, as well as the steel and steel products originating in the Pittsburgh and Beaver Valley areas.

The former yard at Conway, which had approximately half the capacity of the present facility, had eastward and westward manually operated humps. Although adequate for handling the business flowing through this terminal at that time, the former yards were entirely inadequate for handling the additional trains which it is anticipated will be diverted to this new yard when it is fully completed. The tracks in the former yards were much shorter than those required for handling modern 150-car trains, and the relay facilities were also inadequate for the relay of mineral freight trains and empty equipment.

The new eastbound facilities at Conway extend for nearly four miles along the adjacent Ohio river. There are four major sections: a mile-long nine-track receiving yard having a capacity of 1,139 cars; a two-track hump with 18 Union electric-pneumatic car retarders; a 54-track classification yard having several tracks more than

120 cars long and a total capacity of 3,557 cars; a nine-track, 1,146-car advance-and-relay yard for through trains; and a new car-repair yard with six tracks and space for 140 cars. The dispatching tracks at the eastern end are designed so five trains can double and two may pull out simultaneously.

Switching operations were not seriously interfered with during construction of the new eastward facilities. The entire former yard lay between the eastward and

RECEIVING YARD . . .

CAR CHECKER reads off initials and numbers of all cars of inbound train, speaking into a telephone connected to . . .



TAPE RECORDING MACHINE in yardmaster's office. Switch lists are then prepared and sent to the hump offices. Meanwhile . . .



CAR INSPECTORS check the cars in the receiving yard and use portable transmitters to report defective equipment.



HUMP APPROACH . . .



WHILE CARS MOVE up the hump, warm oil is squirted into each journal box for improving rollability.



SWITCHING ROUTES for each cut of cars are set up automatically by hump conductor through a switch-control machine.

westward main tracks and an old scrap-dock facility was situated south of the eastward main tracks. The latter tracks were relocated to the south and the old scrap-dock area was cleared, permitting the construction of nearly all of the new eastward classification facilities while the old were kept in operation. When the new eastward yard was placed in service, approximately 10 per cent of the eastward facilities had yet to be completed and this was done without seriously affecting operations.

The construction of the westward classification yard likewise is planned so as to necessitate little interference with normal switching. Approximately half of the new westward yard can be constructed on the location of the former eastward facilities now out of service.

Two Hump Leads Constructed

One of the unusual features of the new eastward classification yard is the use of two one-directional switching leads on the hump. This was done for several reasons.

Under normal conditions, switching is carried out from the southerly lead, and the hump conductor's office, containing an automatic switch-control panel, is adjacent to this lead. In case of trouble on this lead, the alternate one can be used without delay to the hump operations. The second lead also permits trimming moves to be made while a train is being humped on the other. Also, road engines can move on one lead to the house without delay while the switching is being carried out on the other lead.

If a car to be weighed appears on a consist, that train is classified over the north lead at the hump. Installed in this lead at the apex of the hump is a 90-ft plate-fulcrum track scale equipped for manual and electronic weighing. Both the manual and electronic weighing can be done while the car is in motion over the scale, and cars to be weighed are cut off singly and weighed without slowing down hump operations.

The electronic weighing device is entirely separate from the manual weighing apparatus, and the manual weigher can be used regardless of whether the electronic feature is working. One is checked against the other at frequent intervals to guarantee that proper weights are being registered. The electronic weighing device stamps the weight and light-weight information on a triple-copy weigh ticket. The top of the original weigh ticket is gummed, permitting it to be immediately pasted on the waybill, while the remaining copies are sufficient for filing purposes.

Four-Retarder Operation

Another unusual feature of this new yard is the passing of every car rolling over the hump through four successive retarders instead of the conventional three. The first three are fully automatic and slow every car to the same speed, after electronically computing actual speed and weight. However, the speed at which a car should leave the fourth and last retarder depends upon how far the car must roll to couple. Since the rolling distance varies for each classification track, the action of the last retarder is placed under the control of an operator who manipulates a control panel from the upper level of a retarder tower. The principle applied in using four retarding elements for each car classified, is that the more frequent and smaller retarding increments establish the most favorable coupling speed.

Rollability of cars was increased, and future maintenance will be reduced, by eliminating virtually all rail joints in the classification yard through the use of continuous welded rail. The only rail joints are in turn-outs, and these are laid with new 140-lb rail. Each track in the classification yard was graded and surfaced separately to produce the same rollability of 4 mph, and all tracks are on 13-ft centers to provide greater safety to the men working on trains.

Loudspeaker Communications

A communications console is installed in the office of the yardmaster in charge of each segment of the yard. Each console is connected to its own system of paging and talk-back loudspeakers throughout that portion of the yard. The yardmaster can call over the pagers or talk-backs, and incoming calls can be initiated at any of the talk-backs. Also telephones throughout the yard can be used to call the yardmaster.

A separate system, including loudspeakers and space radio, is for communication either way between the car inspector foreman's office and the car inspectors. When working in the yard, each car inspector carries a "Dick Tracy," which is a portable lightweight, pocket-sized radio unit, for transmitting only. These units operate on the same frequency as a fixed station receiver at the car foreman's office. The car foreman answers on a system of wire-connected loudspeakers, placed throughout the yard where his men are working. Also this loudspeaker system can be used by car inspectors, in different parts of the yard, to talk to each other. If the foreman is to go out into the yard, he makes connections in his office so that calls coming in by radio will be broadcast on the loudspeakers in the yard. Separate frequencies are used for the car inspector's radio on each side of the yard.

To save time in making up trains, fast communication is provided between yard crew men on the rear and the enginemen on the yard locomotive. The crew men have Dick Tracy radio transmitters and the two-way radio on the locomotive can receive from these transmitters. Outgoing radio from the locomotive is received by a fixed station, and put out on wires to loudspeakers along the area where the crew men are working, thus they get their answers on these loudspeakers. A separate radio channel is used for this purpose in each yard.

By means of two-way space radio the assistant yardmaster at the dispatching end of the yard can call or receive calls from all of the yard locomotives except those used at the hump. Inductive train-phone is used for two-way communication between the hump engine and the humpmaster. Also the hump engines are equipped with cab signals.

At each end of the yard, there is an observation post for checking cars in arriving and departing trains. As a train passes, the checker uses a telephone handset to transmit the car initials and numbers to the yard office where they are received on a loudspeaker and simultaneously a tape recording is made. Also each checker has a Dick Tracy radio, which he uses during adverse weather or when other trains interfere, to take a position where he can see the cars better than if he were in the observation post. As he speaks the car initial and numbers into his Dick Tracy, his words are sent by radio to a fixed radio station from which they are transmitted

HUMPING . . .



TWO SWITCHING LEADS are available, one of which has a track scale for weighing cars while in motion.



FIRST RETARDER of the four which each car must pass over. The first three are electronically controlled.



RETARDER OPERATOR controls the action of the last retarder each car encounters for insuring proper coupling speeds.

by wire to the yard office to operate a loudspeaker and also to control an automatic tape recorder.

High-speed Teletype equipment in the yard office is connected to circuits extending to various points on

TRAIN DEPARTURE . . .



LONG-HANDLED IRONS are used by car inspectors coupling air hoses and getting cars made up into trains.



AS TRAIN LEAVES Conway, a car checker again reads off car numbers so that new consist lists can be sent by Teletype to advance yard.

the railroad. Tapes from these Teletypes control IBM machines which cut cards for each car en route to Conway. These cards are used for various purposes while the cars are in the yard. When a train departs, the cards for the cars are automatically stacked in proper sequence, and the information thereon is converted back into tape form for immediate automatic transmission by wire to advance yards and regional trace bureaus.

The operation of the new yard is conventional. Inbound trains are directed by track indicators at the interlocking tower at the entrance of the receiving yard, and all switches on the entering end will be power operated from the interlocking. After inspection the train is moved to the hump for classification under the guidance of repeater signals.

It is anticipated that 52 classifications will be made on the 54 classification tracks. However, two of these classifications are made only during short periods of the day so that, for the most part, four tracks are available for overflow during the testing and make-up.

Since Conway is a point where crews are changed on most through trains, these trains are directed into the relay yard where the cabooses are changed and an inspection is made. This includes a complete car-to-car air test on all trains destined for points east of Cresson, Pa., as between Cresson and Altoona they must ascend the western slope of the Allegheny mountains. Also, each car is given an overall inspection while the air test is being made.

Benchmarks and Yardsticks

THE TRANSPORTATION INDUSTRY suffered a grievous loss in the untimely death, a couple of weeks ago, of Ralph Damon, head of Trans World Airlines.

There are not many leaders in any one of the branches of transportation—railways, air lines, highway or waterway transportation—who can find, or take, the time to keep well informed on other branches of the industry.

But Ralph Damon was the exception. **He was**, for example, a regular reader of *Railway Age*—and not a passive reader either. He took the trouble to advise the editor, in a constructive way, of points wherein he agreed with us and vice versa. This correspondence led to personal acquaintance, and to a high degree of respect on the part of your reporter for Mr. Damon's competence and fair-mindedness.

He was, of course, a forthright protagonist of air transportation—and nobody could criticize him for that. But he fully appreciated the fundamental importance of the railroads to the nation; and he was wholly sympathetic with the efforts under way to remove from the railroads some of the more onerous of their regulatory burdens.

Mr. Damon's interest in and knowledge of the railroads did not stop with keeping abreast with developments through the printed word—he also numbered several railroad leaders among his friends. One of them, President Fred Whitman of the Western Pacific, was a friend of his from college days—and the contact persisted.

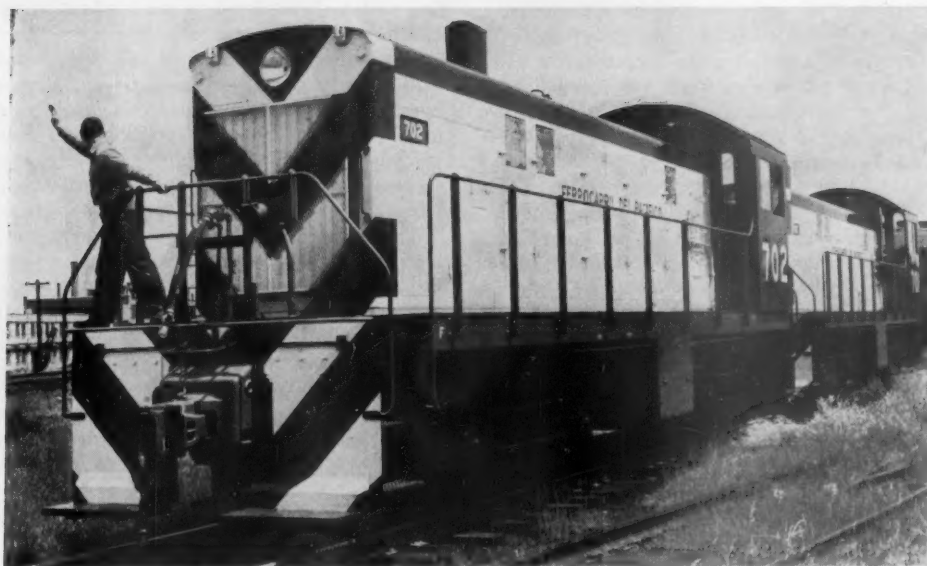
Only a few weeks before his death, Mr. Damon told us of his high opinion of the work being done by the Transportation Association of America—and especially its president, Professor George P. Baker—in encouraging contact between leaders of the different segments of the transportation business, an activity of which he highly approved.

Mr. Damon was a firm believer in the importance to the nation of common carriers—and the necessity, in view of the obligations these carriers assume to serve everybody alike, that they be not overwhelmed by irregular carriers which assume no such obligations.

If each branch of transportation had more leaders of Ralph Damon's statesmanlike breadth of understanding, there probably wouldn't be the bitter interagency controversy that now so often obtains. There would, of course, still be disagreements—but reasonable and magnanimous men can usually settle their differences without public conflict.

Aviation people tell us that Ralph Damon had one serious fault—he worked too hard; and he died too young, at 58. Maybe that was the price he paid—possibly not unconsciously either—to attain his greatness.

J.G.L.



ALCO'S 900-hp switcher, along with its new engine, features a redesign of the radiator arrangement, a new generator and new traction motors. A number of these locomotives have

been sold for domestic service along with these Mexican units which are equipped for m-u operation. Ballasting and frame changes can increase weight on drivers when necessary.

New 900-Hp Diesel in Alco Switcher

Redesign of locomotive and engine produces unit for yard and transfer work

A newly designed switching locomotive powered with a new six-cylinder in-line Alco diesel engine has been announced by Alco Industries, Inc. This locomotive is a conventional switcher mounted on two 4-wheel trucks, and has a base weight of 230,000 lb. The 60-mph gearing used gives the locomotive a continuous tractive force of 46,000 lb at 20 per cent adhesion. The four minute rating is 71,700 lb at 31 per cent adhesion.

Maximum height of the Model DL-430, Alco's designation, is 14-ft 8-in., maximum width is 10-ft ½-in., and length inside coupler knuckles is 45-ft 5¾-in. The 900 hp developed for traction is transmitted through four traction motors and 40-in. driving wheels. The locomotive is designed for yard service, and for light high-speed switching and transfer work.

Alco 251 In-Line Engine

Power for the DL-430 is furnished by the newly designed Alco Model 251 four-stroke cycle, in-line diesel engine. The six-cylinder engine has 9-in. bore and 10½-in. stroke and develops its rating at 1,000 rpm. The engine incorporates the experience gained in the development of both the Alco Series 244 V-type, 9-in. by 10½-in. engine, and Series 539 in-line 12½-in. by 13-in. engine.

One of the outstanding features of the new engine is its simplified construction. Design engineers have eliminated the water jacket, free-end casing and camshaft, among other components, thus assuring less engine maintenance and repairs. Also new is the lubricating

oil system, including filters, strainers, cooler and pressure regulator which is built integral with the engine and is mounted on the cylinder block. The arrangement eliminates external lubricating oil piping normally found on the locomotive chassis.

The positive displacement, gear-type lubricating oil pump is driven by gears from the crankshaft. All engine jacket water passes through the lubricating-oil cooler. Two waste-packed type lubricating-oil filters are arranged so that some oil is filtered at all times the engine is running regardless of speed or load. A fine-mesh lubricating-oil strainer of the screen basket type is included to strain lubricating oil just before delivery to the engine. A low lubricating-oil pressure shut-down switch, mounted on the engine, operates through the governor to shut down the engine.

Alco's 251 engine utilizes a grooveless wide-center main bearing, and partially grooved connecting rod bearings. This design is said to provide a thicker and more uniform lubricating oil film during operation.

The cylinder block is fabricated steel with forged main-bearing saddles and serrated main-bearing caps. The block provides the water jacket for cylinder liners. The base, which also serves as the oil sump, is fabricated steel and is provided with four mounting pads for bolting to the locomotive underframe.

The crankshaft is one-piece forged and hardened steel, counter-weighted, with seven main bearings. Connecting rods are drop-forged steel, with precision type crankpin shells and piston-pin bushings. The two-piece oil-cooled aluminum piston with a Ni-Resist insert in the No. 1 com-

pression ring groove is designed for long ring and ring-land life. Nickel cast-iron cylinder heads with two intake and two exhaust valves are equipped with valve seat inserts and hard faced valves for longer valve and head life.

Water-Cooled Turbosupercharger

The engine is turbosupercharged with an Alco Model 320 water-cooled turbosupercharger which has fewer and more simple parts than turbosuperchargers formerly used with Alco's 1,000-hp yard switcher. This "turbo" offers improved acceleration characteristics because of its smaller impeller. It is said to be relatively quiet in operation, and to assure good engine combustion.

A gear-driven centrifugal pump circulates water through the engine, radiators and lubricating-oil cooler. The capacity of the cooling system is calculated to keep the oil and water temperatures down to conservative figures even at high ambient temperatures. The engine is equipped with an after cooler for cooling engine air after it leaves the turbocharger. This is to improve performance and life of components subject to high temperatures by lowering the overall operating temperatures of the engine.

The locomotive's horizontal mounted radiators allow use of a cooling-water system with a capacity of only 110 gal. In cold weather, this permits fast warm-up. Radiator cooling is produced by a radiator fan which rotates in a vertical plane. It is belt driven from the engine. Engine intake air is ducted from the carburetor filter and silencers direct to the water-cooled turbosupercharger air intake. A crankshaft extension is used on the free end of the engine for the connection through a coupling to the air compressor and radiator fan. The crankcase exhauster, driven by an electric motor, is a centrifugal blower mounted on the generator end of the engine which exhausts crankcase vapors to the atmosphere.

The governor is electrohydraulic. An independent mechanical overspeed trip automatically stops the engine in the event it overspeeds. Individual fuel injection pumps are mounted adjacent to each cylinder and are completely enclosed. A primary fuel filter of the waste-packed type and a secondary fuel filter of the paper disc type are mounted on the engine. The entire fuel injection

system is designed to avoid dilution of lubricant. The fuel tank holds 635 gal.

The four-wheel trucks have two motors and are built with dropped equalizers and modified swivel-pedestal. Long equalizers and deep-deflection springs were chosen to give smooth riding at speeds greater than occur in yard operation. The truck incorporates a parallel spring suspension system consisting of two helical spring assemblies, and one semi-elliptic spring on each side.

The Model GT 584 main generator is said to provide increased current capacity, enabling traction motors to utilize engine horsepower over a wide range of speed. A field shunt feature is available as a modification to produce full utilization over an even greater speed range. The main generator contains both main and starting windings and is mounted directly on the end of the diesel engine requiring only one armature bearing.

Main generator excitation current is supplied by a splitpole exciter which receives its excitation directly from the battery and control circuits. This system is designed for simplified maintenance and dependability. The exciter and auxiliary generator are combined into one unit and are belt driven from the main generator shaft. The 7.5-kw auxiliary generator supplies power for battery charging, lighting and control circuits and operates at constant voltage under control of a voltage regulator.

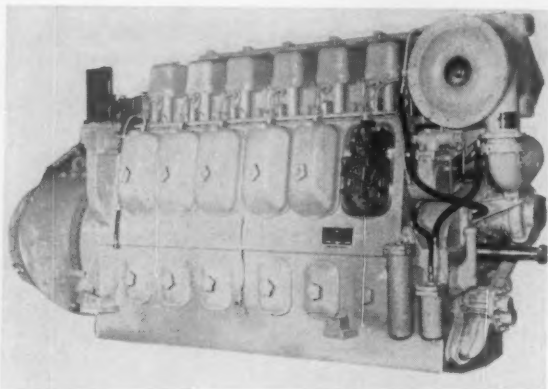
Full Power for Wide Speed Range

The unit is equipped with four GE-752 traction motors, the motors used on Alco road locomotives. Traction-motor connections are designed to give maximum utilization of the diesel engine over the entire speed range of the locomotive. The traction motors are automatically connected either in a series or series-parallel connection, and a third motor connection as a modification provides for motor field shunting while in series parallel operation at higher speeds. Automatic transition is furnished.

Air for traction motor cooling is supplied by two multivane traction motor blowers, each supplying air for the motors on one truck. The rear blower is belt driven from an extension shaft of the main generator and the front blower is belt driven from the shaft between the air compressor and the radiator fan.

The underframe of the DL-430 is a steel weldment, and the superstructure is of welded steel plate. The DL-430 can be built in weights on driving wheels ranging from 196,000 lb to 248,000 lb. For the axle loading of 248,000 lb, a heavier steel top deck is used which contributes to a more rigid frame and reduces the amount of ballast required. The cab is of welded steel and is conventionally arranged. It is designed for the comfort and safety of the operating crew with emphasis on good visibility and low noise level.

The 6-SL brake equipment is standard on this new yard switcher. Air is supplied by the two-stage, three-cylinder, air-cooled air compressor which is driven directly by the diesel engine. The displacement at idling speed of 350 rpm is 79 cfm, and at full engine speed of 1,000 rpm is 255 cfm. A larger six-cylinder fan-cooled compressor with a displacement of 306 cfm at full engine speed is available. Two main reservoirs below the underframe have a total capacity of 60,634 cu in. For heavy yard switching service, Model DL-430 may be modified for multiple-unit operation by electric and air-brake equipment changes.



REDESIGN of the Alco 6-cylinder in-line diesel includes redesigned bearings, new fuel injection equipment, and a change in the valve and fuel pump drive mechanism.

CENTRAL DE-CENTRALIZES

(Continued from page 37)

gram of improvements in the management and administration of the system.

The Operating Changeover

In the Operating Department, the changeover to a divisional organization is complete except for filling a few key posts and some other details within the framework that was established January 1.

Under the plan, the vice-president—operation, being directly responsible to the president, has the complete responsibility for all functions of his department.

As contemplated, the new arrangement will permit segregation of long-range planning from day-to-day operations, that is, separation of matters of policy from actual performance. The vice-president—operation and his key aides at headquarters are to be freed from much detail of ordinary operations within their own particular spheres and will be able to concentrate, individually

and in cooperation with their associates, on major problems. On the other hand, the plan was developed with the hope of securing more and better decisions on the regular details of operation at the lower levels, both the districts and divisions. It is part of the overall planning that such executive functions in the lower echelons are not only to be expected but are being encouraged from above.

The districts are subdivided into operating divisions, each headed by a superintendent.

Formerly the superintendent was responsible only for transportation matters. Under the new plan, he is, in effect, a manager, and is responsible for all operating functions including maintenance of way and maintenance of equipment, except for heavy repairs.

Similarly, at the district level, the general manager is responsible for all operating activities.

Maintenance officers at district and divisional levels are under direct supervision of the general manager and superintendent, respectively, obtaining, meanwhile, staff supervision and technical direction from their counterparts at the headquarters level.

NYC SYSTEM LINE OF AUTHORITY

PRESIDENT

Senior Vice-President

- Director Technical Research
- Director Transportation & Economic Research
- Director Reports & Statistics
- Director Administrative Planning
- Director of Safety

Resident Vice-President (Chicago)

Resident Vice-President (Boston)

Vice-President—Operation

- Assistant Vice-President—Operation
- Engineer Maintenance of Way—System
- Chief Industrial Engineer
- Chief Engineer—System
- Manager of Stores
- Assistant Vice-President—Transportation
- Director of Budgets & Statistics
- General Superintendent Property Protection & Freight Claims
- General Supervisor of Contracts
- Assistant Vice-President—Equipment
- Manager—Grand Central Terminal
- General Managers (4 Districts)

Vice-President—Freight Sales & Service

- Assistant Vice-Presidents—Freight Sales & Service (7)
- Assistant to Vice-President—Washington, D.C.
- Freight & Passenger Sales Manager—Mexico City
- Director of Sales
- Director of Rates
- Director of Market Research
- Director of Service
- Director of Coal Sales
- Director of Agricultural Sales
- Director of Foreign Freight Sales
- Director of Industrial Development

Vice-President—Passenger Sales & Service

- Assistant Vice-President—Passenger Sales
- Passenger Sales Managers (5)
- Director of Passenger Train Service
- Director of Passenger Train Economics
- Manager Dining Service
- Superintendents Dining Service (4)
- Director of Passenger Research
- Director of Concessions
- Equipment Assistant
- Manager Mail, Express & Milk Traffic
- Mail & Express Traffic Agents (4)

Vice-President—Finance

- Comptroller
- Assistant Comptrollers (4)
- Treasurer
- Assistant Treasurers (3)
- Manager of Insurance

Vice-President—Staff

- Director of Advertising
- Director of Public Relations

Secretary (Corporate)

- Assistant Secretaries (2)

Vice-President—Law

- General Counsel
- General Claims Attorney
- General Attorneys (4)
- General Solicitor
- General Tax Attorney
- General Corporate Attorney

Vice-President—Personnel

- Assistant to Vice-President—Personnel
- Director of Labor Relations
- Director of Personnel
- Salary Administrator
- Secretary, Board of Pensions

Vice-President—Purchases

- General Purchasing Agent
- Purchasing Agents (3)
- Fuel Assistant
- Commissary Purchasing Agent

DISTRICT MANAGEMENT (TYPICAL)

GENERAL MANAGER

(Reporting To Assistant Vice-President—Operation)

- Assistant General Manager
- Assistant General Manager—Labor Relations
- District Engineer
- Superintendent of Transportation
- Mechanical Superintendent
- General Storekeeper
- Chief of Police

DIVISION MANAGEMENT (TYPICAL)

SUPERINTENDENT

(Reporting To General Manager)

- Assistant Superintendent
- Division Engineer
- Division Trainmaster
- Master Mechanic
- Division Storekeeper
- Police Captain

Financial

(Continued from page 16)

"is somewhat unique and not always comfortable."

Their report added, however, that the Monon appears to be in a position today to hold its head above water without outside aid, with a future offering at least moderate promise.

Elsewhere in their report the trustees took a look at the general railroad picture and concluded that rail carriers seem unlikely to increase their shrinking percentage of total transport of goods and persons.

"But in a period of expanding overall business [they] should not find it too difficult to hold their present absolute tonnage, even if failing to improve their relative position," the report continued. "Gradual abandonment of passenger service will remove the most serious drain on their earnings, and assist in maintenance of a moderate return on investment."

The three trustees were Homer J. Livingston, president, First National Bank of Chicago; Arthur T. Leonard, president, City National Bank & Trust Co., Chicago, and John W. Barriger, vice-president, Rock Island (and former president of the Monon).

Chicago, Rock Island & Pacific.—*Stock Split Approved.*—The ICC has authorized this road to issue 2,921,550 shares of no par common stock to be distributed to holders of 1,460,775 shares of its common stock outstanding on a two-for-one basis (*Railway Age*, November 14, 1955, page 68).

Delaware & Hudson.—*Purchase of Erie Line Approved.*—The ICC has authorized this road to purchase a 34.5-mile line of the Erie from Jeffer-

son Junction, Pa., to Carbondale, for \$3,500,000. Of this sum, \$1,000,000 is to be paid in cash, the balance in five annual installments of \$500,000 each beginning January 1, 1956, under terms of a \$2,500,000 promissory note authorized to be issued. The Erie was authorized to acquire trackage rights over the line.

Fort Dodge, Des Moines & Southern.—*Acquisition by DM&CI Approved.*—The ICC has approved application of the Des Moines & Central Iowa for authority to acquire control of the Fort Dodge, Des Moines & Southern through purchase of 54,977 shares of Fort Dodge common stock from various stockholders. This purchase, combined with 16,537 shares of Fort Dodge stock now held by DM&CI, gives this road an actual majority of 138,995 shares of Fort Dodge stock outstanding. The ICC authorized DM&CI to sell 20,000 shares of its \$25-par common stock at par to finance in part purchase of the Fort Dodge shares to be acquired. The ICC reported that acquisition of Fort Dodge control by the DM&CI will give indirect control of the former to M. M. Salzberg, M. P. Gross and M. H. Snerson, who own more than 92% of DM&CI stock, and who will, with H. A. Schwartz and J. I. Goodstein, purchase the 20,000 additional shares to be issued.

Great Northern.—*Soo Line Trackage Plan.*—The ICC has approved a plan whereby the Great Northern and Soo Line will eliminate parallel trackage between Nashua, Minn., and Hankinson, N.D., 29 miles, and between Schley, Minn., and Bemidji, 24.3 miles. In the former instance, GN will abandon its 27-mile line and acquire half-interest and joint use of the Soo Line facility. In the latter, the Soo Line will abandon its 24.6-mile line and ac-

quire half-interest and joint use of the GN facility. The ICC also approved construction by either or both roads of necessary spur trackage to make connections with sections to be jointly owned. The roads advised the commission the arrangement would, without affecting traffic or revenues over the segments, permit substantial savings to both.

Litchfield & Madison.—*Stock Issue Approved.*—The ICC has authorized this road to issue 180,000 shares of \$12.50-par common stock. Of this, 40,000 shares would be exchanged on a two-for-one basis for the 20,000 shares of \$25-par common stock now outstanding. The remaining 140,000 shares would be distributed on a seven-to-one basis as a dividend for present holders of common stock. The ICC also authorized the road to issue \$500,000 of 4% debentures to be exchanged at the rate of \$1,000 of debentures for each 10 shares of the road's \$100-par 4% preferred stock now outstanding (*Railway Age*, November 28, 1955, page 40).

Missouri-Kansas-Texas.—*New Exchange Plan.*—Following approval by its directors of a voluntary exchange offer to be made to preferred stockholders, this road called a meeting of common stockholders for February 2 when approval of reducing the stated value of common stock from \$82 per share to \$41 will be sought (*Railway Age*, December 12, 1955, page 12).

New York, Chicago & St. Louis.—*Stock Split Proposed.*—Nickel Plate directors have voted to submit a proposal for a two-for-one split in the road's common stock to shareholders at the May 15 Cleveland annual meeting. The board also increased the quarterly dividend on present common stock to 90 cents, from 75 cents, payable April 2 to stockholders of record February 24. L. L. White, NKP chairman, said it is the board's intention to continue the increased dividend by paying 45 cents quarterly on the split shares.

New Orleans, Texas & Mexico.—*Stock Issue Approved.*—The ICC has authorized this road to issue 215,779 shares of \$1-par preferred stock to the parent Missouri Pacific in exchange for indebtedness of \$21,577,989 (*Railway Age*, November 28, 1955, page 40).

New York, New Haven & Hartford.—*Flood Loan Plan Approved.*—The ICC has authorized arrangements under which this road would borrow \$10,000,000 to finance repairs of its system damaged in floods last August and October. The total restoration cost was estimated for the ICC at \$10,694,000. The New Haven was authorized to issue a promissory note for \$10,000,000 to evidence a loan in that amount. The ICC also authorized issuance of \$7,500,000 of Series A first and refunding 4% bonds and to pledge



NEW NAME ON PIGGYBACK scene is the Minneapolis & St. Louis' "TRAILER" service. The road began T-O-F-C operations last November,

serving the terminal cities of Minneapolis-St. Paul and Peoria, Ill. Expansion plans, including substantial interchange, are being studied.

these as security for its note along with \$2,500,000 of such bonds now held in its treasury and \$4,000,000 of general mortgage income bonds, series A.

Pecos Valley Southern.—Stock Dividend Approved.—The ICC has authorized this road to issue 7,650 shares of \$100-par common stock on a 17-to-one basis to holders of the 450 shares of common stock outstanding (*Railway Age*, December 12, 1955, page 12).

Toledo, Angola & Western.—Note Approved.—The ICC has authorized this road to issue a secured promissory note for \$80,000 to the Cleveland Trust Company in discharge of a balance in that amount of an earlier note payable January 1. The new note will be payable in four annual installments of \$10,000 each beginning January 1, 1957, with a fifth payment January 1, 1961, equal to the balance at that time (*Railway Age*, November 28, 1955, page 40).

Applications

CENTRAL OF GEORGIA.—To assume liability for \$4,680,000 of equipment trust certificates to finance in part acquisition of 800 box cars and 25 covered hopper cars from Pullman-Standard Car Manufacturing Company, and 20 depressed center flat cars to be built in CoGA shops. Estimated unit cost of 500 of the box cars is \$6,994; for the other 300, it is \$6,218. For the covered hoppers and flats it is \$7,985 and \$15,635, respectively. Total cost of the equipment is estimated at \$5,874,727. The certificates, dated February 1, would mature in 30 semi-annual installments of \$156,000 each, beginning August 1. They would be sold by competitive bids which would fix the interest rate.

Authorizations

BALTIMORE & OHIO.—To assume liability for \$3,000,000 of equipment trust certificates, the first installment of a proposed \$14,700,000 issue which would finance in part purchase of box and hopper cars costing an estimated \$18,467,000 (*Railway Age*, November 28, 1955, page 40). Division 4 approved sale of the securities at an interest rate of 3 1/4% for \$9,3303—the bid of Salomon Bros. & Hutzler—which will make the annual cost of the proceeds to the railroad approximately 3.38%. Dated January 1, they are to mature in 15 annual installments of \$200,000 each beginning January 1, 1957. The securities were reoffered to the public at prices yielding from 3.1 to 3.35%, according to maturity.

CHICAGO, MILWAUKEE, ST. PAUL & PACIFIC.—To assume liability for \$7,500,000 of equipment trust certificates to finance in part purchase of diesel units and hopper cars at an estimated total cost of \$9,433,562 (*Railway Age*, November 28, 1955, page 40). Division 4 approved sale of the securities at an interest rate of 3 3/8% for \$9,042—the bid of Halsey, Stuart & Co.—which will make the annual cost of the proceeds to the railroad approximately 3.53%. Dated January 1, they are to mature in 30 semiannual installments of \$250,000 each beginning July 1. The securities were reoffered to the public at prices yielding from 3 to 3.45%, according to maturity.

ILLINOIS CENTRAL.—To assume liability for \$8,700,000 of equipment trust certificates to finance in part the purchase of 70 diesel units at an estimated total cost of \$11,711,980 (*Railway Age*, December 12, 1955, page 15). Division 4 approved sale of the securities at an interest rate of 3 1/4% for \$9,434—the bid of Salomon Bros. & Hutzler—which will make the annual cost of the proceeds to the railroad approximately 3.34%. Dated January 1, they will mature in 30 semiannual installments of \$290,000 each beginning July 1. They were reoffered to the public at prices yielding from 3 to 3.3%, according to maturity.

MISSOURI PACIFIC.—To assume liability for \$2,625,000 of equipment trust certificates to finance in part purchase of 290 box cars at an estimated total cost of \$3,282,000 (*Railway Age*, November 28, 1955, page 40). Division 4 ap-

proved sale of the securities at an interest rate of 3 1/2% for \$9,319—the bid of Halsey, Stuart & Co.—which will make the annual cost of the proceeds to the railroad approximately 3.64%. Dated January 1, they are to mature in 15 annual installments of \$175,000 each beginning January 1, 1957. The securities were reoffered to the public at prices yielding 3.3%.

NEW YORK CENTRAL.—To assume liability for \$6,600,000 of 3 1/2% equipment trust certificates to finance in part purchase of diesel units and box cars at an estimated total cost of \$8,377,590. Division 4 approved sale of the securities at 100% of principal to the railroad's subsidiary, Despatch Shops, Inc., without competitive bidding, but stipulated restrictions under which they would be resold by Despatch in competitive bidding (*Railway Age*, December 12, 1955, page 15). Dated December 15, 1955, the securities are to mature in 15 annual installments of \$440,000 each beginning December 15, 1956.

NORTHERN PACIFIC.—To assume liability for \$1,800,000 of equipment trust certificates to finance in part purchase of 10 refrigerator cars at an estimated total cost of \$2,251,750 (*Railway Age*, November 28, 1955, page 40). Division 4 approved sale of the securities at an interest rate of 3 1/4% for \$9,419—the bid of R. W. Pressprich & Co.—which will make the annual cost of the proceeds to the railroad approximately 3.36%. Dated December 20, 1955, they will mature in 15 annual installments of \$120,000 each beginning June 20. The securities were reoffered to the public at prices yielding from 3 to 3.3%, according to maturity.

PENNSYLVANIA.—To assume liability for \$11,595,000 of equipment trust certificates to finance in part purchase of hopper and flat cars at an estimated total cost of \$15,463,190 (*Railway Age*, December 12, 1955, page 15). Division 4 approved sale of the securities at an interest rate of 3 1/4% for \$9,0606—the bid of Salomon Bros. & Hutzler—which will make the annual cost of the proceeds to the railroad approximately 3.43%. Dated January 1, they will mature in 15 annual installments of \$773,000 each beginning January 1, 1957. The securities were reoffered to the public at prices yielding from 3.1 to 3.4%, according to maturity.

SOUTHERN PACIFIC.—To assume liability for \$9,600,000 of equipment trust certificates to finance in part purchase of diesel units and box cars at an estimated total cost of \$12,809,309 (*Railway Age*, December 12, 1955, page 15). Division 4 approved sale of the securities at an interest rate of 3 1/4% for \$9,402—the bid of Salomon Bros. & Hutzler—which will make the annual cost of the proceeds to the railroad approximately 3.37%. Dated January 1, they will mature in 15 annual installments of \$640,000

each beginning July 1. The securities were reoffered to the public at prices yielding from 3.1 to 3.3% according to maturity.

TEXAS & PACIFIC.—To assume liability for \$1,400,000 of equipment trust certificates to finance in part purchase of box cars and flat cars at an estimated total cost of \$1,977,732 (*Railway Age*, December 12, 1955, page 15). Division 4 approved sale of the securities at an interest rate of 3% for \$9,542—the bid of R. W. Pressprich & Co.—which will make the annual cost of the proceeds to the railroad approximately 3.34%. Dated January 1, they are to mature in 10 annual installments of \$140,000 each beginning January 1, 1957. The securities were reoffered to the public at prices yielding from 3 to 3.2% according to maturity.

Dividends Declared

CHICAGO, BURLINGTON & QUINCY.—\$1.50, payable March 29 to holders of record March 12.

CLEVELAND, CINCINNATI, CHICAGO & ST. LOUIS.—common, \$3, semiannual; 5% preferred, \$1.25, quarterly; both payable January 31 to holders of record January 20.

CLEVELAND & PITTSBURGH.—4% special guaranteed, 50¢, quarterly; 7% regular guaranteed, 87 1/2¢, quarterly; both payable March 1 to holders of record February 10.

COLORADO & SOUTHERN.—4% non-cumulative 2nd preferred, \$4, paid December 29, 1955, to holders of record December 19.

MONON.—Class A common, \$1.25, payable February 10 to holders of record January 27.

NEW YORK CENTRAL.—50¢, quarterly, payable March 10 to holders of record February 17.

NEW YORK, CHICAGO & ST. LOUIS.—90¢, payable April 2 to holders of record February 24.

NORTHERN RAILROAD OF NEW HAMPSHIRE.—\$1.50, quarterly, payable January 31 to holders of record January 12.

PHILADELPHIA, GERMANTOWN & NORRISTOWN.—\$1.50, quarterly, payable March 4 to holders of record February 20.

PITTSBURGH, YOUNGSTOWN & ASHTABULA.—\$1.75, quarterly, payable March 1 to holders of record February 20.

READING.—50¢, quarterly, payable February 9 to holders of record January 12.

SARATOGA & SCHENECTADY.—\$1.50, paid January 15 to holders of record January 3.



JUDGES SCREEN ENTRIES for annual "Golden Spike" awards to be presented at the January 26-28 meeting of the Association of Railroad Advertising Managers in New York. The awards recognize advertisers whose product promotion augments railroad efforts to create a better understanding of the importance of railroads to the American way of life. Left to right (seated), are William

J. Knorst, dean, College of Advanced Traffic; A. C. Kalmbach, president, Kalmbach Publishing Company; A. W. Robertson, advertising manager, Missouri Pacific; (standing) A. W. Eckstein, advertising agent, Illinois Central; A. E. Greco, assistant to vice-president, Pullman Company; and James B. Wilson, who is vice-president of the D'Arcy Advertising Company.

Figures of the Week

September and October 1955 Accidents

The Interstate Commerce Commission has made public its Bureau of Transport Economics and Statistics' preliminary summaries of railroad ac-

cidents for September and October 1955 and last year's first 10 months. The compilations, subject to revision, follow:

Item	Month of 1955	1954	9 months ended with September 1955	1954
Number of train accidents*	694	589	6,306	5,559
Number of accidents resulting in casualties	36	34	355	339
Number of casualties in train, train-service and nontrain accidents:				
Trespassers:				
Killed	89	84	633	643
Injured	61	82	621	696
Passengers on trains:				
(a) In train accidents*				
Killed .....	..	..	5	4
Injured	37	57	364	305
(b) In train-service accidents*				
Killed .....	..	2	7	11
Injured	139	134	1,291	1,321
Travelers not on trains:				
Killed .....	..	1	4	3
Injured	55	59	613	610
Employees on duty:				
Killed	24	15	179	149
Injured	1,539	1,459	13,197	12,182
All other nontrespassers**:				
Killed	127	118	993	988
Injured	409	371	3,745	3,567
Total—All classes of persons:				
Killed	240	220	1,821	1,798
Injured	2,240	2,162	19,831	18,681

* Train accidents (mostly collisions and derailments) are distinguished from train-service accidents by the fact that the former caused damage of \$350 or more to railway property

** Casualties to "Other nontrespassers" happen chiefly at highway grade crossings. Total highway grade-crossing casualties for all classes of persons, including both trespassers and nontrespassers, were as follows:

Persons:				
Killed	122	99	910	894
Injured	273	223	2,533	2,342

in 1954. Beginning January 1, 1955, this minimum was raised to \$375. Only a minor part of the total accidents result in casualties to persons, as noted above.

† Casualties to "Other nontrespassers" happen chiefly at highway grade crossings. Total highway grade-crossing casualties for all classes of persons, including both trespassers and nontrespassers, were as follows:

Persons:				
Killed	150	140	1,063	1,034
Injured	388	318	2,921	2,660

Loadings Seen Up for 27 Commodities; Down for 5

The forecast of the 13 regional Shippers Advisory Boards predicts that first-quarter loadings in 27 principal commodity groups will be up while five groups will be down, compared with the first three months of 1954.

As reported in *Railway Age*, January 2, page 5, the overall forecast is that loadings in the first quarter will be 8.3% above those of the comparable 1954 period. The accompanying table compares the estimate, by board districts, with actual loadings for the first three months of last year.

The breakdown by commodities shows that the greatest increases are expected in the following groups:

Ore and concentrates, 26.3%; coal and coke, 14.2%; iron and steel, 14.1%; cotton seed, soy bean-vegetable cake and meal, excluding oil, 12.2%; automobiles and trucks, 10.6%; machinery and boilers, 10.6%; frozen foods, fruits and vegetables, 10%; fresh vegetables other than potatoes, 10%; vehicle parts, 9.8%; potatoes, 9.3%; lime and plaster, 7.2%; paper, paper board and prepared roofing, 7.1%; agricultural implements and vehicles other than automobiles, 6.6%; salt, 6.1%; fresh fruits other than citrus fruits, 5.2%; brick and clay products, 5.1%; cement, 4.8%, and gravel, sand and stone, 4.8%.

Shippers Advisory Boards	Actual Loadings First Quarter, 1955	Estimated Loadings First Quarter, 1956	Percent Increase
New England	118,427	133,924	13.1
Atlantic States	618,611	672,288	8.7
Allegheny	798,736	847,320	11.7
Ohio Valley	817,841	972,588	18.9
Southeast	917,821	952,311	3.8
Great Lakes	421,184	474,436	12.6
Central Western	228,629	228,617	3.5
Mid-West	752,324	808,089	7.4
Northwest	243,776	240,952	0.9 dec.
Trans-Missouri-Kansas	301,220	309,670	2.8
Southwest	484,041	492,134	1.7
Pacific Coast	335,884	364,172	8.4
Pacific Northwest	236,835	246,713	4.2
TOTAL	6,227,679	6,743,214	8.3

The commodities for which decreases are estimated are these: Hay, straw and alfalfa, 7.6%; cotton, 6.8%; all grain, 1.7%; citrus fruits, 1.3% and poultry and dairy products, 0.6%.

Freight Car Loadings

Loadings of revenue freight in the week ended January 14 totaled 710,338 cars, the Association of American Railroads announced January 19. This was an increase of 99,039 cars, or 16.2%, compared with the previous week; an increase of 70,505 cars, or 11%, compared with the corresponding week last year; and an increase of 90,467 cars, or 14.6%, compared with the equivalent 1954 week.

Loadings of revenue freight for the week ended January 7 totaled 611,299 cars; the summary, compiled by the Car Service Division, AAR, follows:

REVENUE FREIGHT CAR LOADINGS			
For the week ended Saturday, January 7			
District	1955	1955	1954
Eastern	104,064	100,395	107,318
Allegheny	123,801	109,324	118,479
Poconos	50,967	48,855	46,157
Southern	117,860	116,294	120,512
Northwestern	65,221	68,621	69,705
Central Western	99,590	103,257	106,004
Southwestern	49,796	50,606	56,054
Total Western Districts	214,607	222,484	231,763
Total All Roads	611,299	597,352	624,229
Commodities:			
Grain and grain products	41,178	43,821	43,784
Livestock	7,706	8,520	8,030
Coal	129,282	116,845	117,935
Coke	13,031	9,622	10,127
Forest Products	38,925	39,006	40,957
Ore	17,362	15,594	18,716
Merchandise l.c.l.	48,106	55,902	56,949
Miscellaneous	315,709	308,042	327,731
January 7	611,299	597,352	624,229
December 31, 1955	574,663	529,386	477,805
December 24	672,355	561,195	480,978
December 17	714,588	641,879	618,434
December 10	727,228	653,531	651,951
Cumulative total, 1 week	611,299	597,352	624,229

In Canada.—Carloadings for the ten-day period ended December 31, 1955, totaled 81,877 cars, compared with 73,100 cars for the previous seven-day period, according to the Dominion Bureau of Statistics.

	Revenue Cars Loaded	Total Cars Rec'd from Connections
Totals for Canada:		
December 31, 1955	81,877	41,079
December 31, 1954	84,956	36,993
Cumulative Totals:		
December 31, 1955	4,064,790	1,647,169
December 31, 1954	3,691,989	1,422,433

Briefly . . .

. . . Thirty-one states, plus England, Thailand and Puerto Rico have students enrolled in the transportation course at Tennessee University. The total of 366 students taking the course is a tribute to the "vigor" of the transportation industry, according to Professor William Way, Jr., head of the department.

Railway Officers

ATLANTA & WEST POINT—WESTERN OF ALABAMA—GEORGIA.—**E. J. Haley** has been appointed general superintendent of these lines at Atlanta, Ga., with jurisdiction over transportation and mechanical departments. He succeeds **A. T. Miller**, who retired December 31, 1955, after more than 41 years of service.

BALTIMORE & OHIO.—**Douglas C. Turnbull, Jr.**, executive assistant to president at Baltimore, has been elected vice-president, research and development. Mr. Turnbull will further a program of research and development for improvement of motive power, rolling stock and right of way through the application of modern scientific discoveries to railroad usage. **Lloyd W. Baker**, freight traf-



Douglas C. Turnbull, Jr.



Lloyd W. Baker

fic manager—sales and service at Baltimore, succeeds Mr. Turnbull as executive assistant to president.

Mr. Turnbull is a graduate of the Baltimore Polytechnic Institute and Johns Hopkins University (B.S.E. 1924). He was with the Consolidated Gas, Electric Light & Power Co. of Baltimore before joining the B&O as executive assistant to president in 1943.

BELT OF CHICAGO.—**W. W. Long**, night trainmaster at Clearing, Ill., has been transferred to day trainmaster there, succeeding **H. J. Quinlan**. **W. B. Modesitt** replaces Mr. Long as night trainmaster.

BESSEMER & LAKE ERIE.—**F. T. Westmeyer**, assistant superintendent transportation, has been appointed superintendent transportation at Greenville, Pa., succeeding **W. C. Hawes**, who has retired after more than 53 years of service. **S. G. Fisher**, assistant supervisor labor relations, has been appointed supervisor labor relations at Greenville, succeeding **C. G. Huber**, who has retired after more than 53 years of service.

BOSTON & MAINE.—**Lloyd J. Kiernan**, executive vice-president at Boston, Mass., retired from active service December 22, 1955, at his own request, because of physical disability. His services will continue to be available to the road as a consultant.

BURLINGTON.—**T. W. Wigton**, assistant general superintendent, Communications Department at Chicago, has been appointed general superintendent, Communications Department there, succeeding **H. H. Hasselbacher**, who has retired after more than 49 years of service.



T. W. Wigton

John W. Terrill, superintendent of terminals at Lincoln, Neb., has been appointed superintendent, Casper-Sheridan divisions at Casper, Wyo., succeeding **P. F. Thomas**, who has become superintendent of the Joint Texas division of the subsidiary Fort Worth and Denver. Mr. Terrill's successor is **I. G. Toland**, assistant to the general manager at Omaha, who in turn has been replaced by **E. D. Harville**, assistant superintendent, Omaha division at Omaha. **M. L. Zadnichek**, trainmaster at St. Joseph, Mo., succeeds Mr. Harville.

A. J. Havlik, mechanical inspector, has been appointed engineer—locomotives and cars at Chicago, replacing the late **J. E. Rousek**.

CANADIAN NATIONAL.—**R. M. Veenis**, mechanical engineer, Central

region, at Toronto, has been appointed superintendent motive power and car equipment. Northern Ontario district at North Bay, Ont., effective December 1, 1955, succeeding **R. R. Risk**, promoted.

F. E. Carlin has been appointed acting superintendent, Stratford division, at Stratford, Ont., succeeding **H. T. Walton**, who has been named acting superintendent, Toronto Terminals, replacing **J. D. Hayes**, temporarily assigned to special duties.

George Gillings, assistant treasurer at Montreal, has been appointed office manager for the revenue accounting department at that point.

C. D. Weldon, general agent at Minneapolis, Minn., has been transferred to Washington, D.C., succeeding **Earl H. R. Eastwood**, who has been transferred to Detroit.

CANADIAN PACIFIC.—**C. W. Routledge**, assistant superintendent at Toronto, has been transferred to the Smiths Falls division at Smiths Falls, Ont., succeeding **F. L. Moorey**, promoted.

R. G. Williamson, district passenger agent at Atlanta, Ga., has been appointed general agent of the railway and steamship passenger traffic departments at Boston, Mass., succeeding the late **D. W. Allan** (*Rail-Age*, December 19, 1955, page 57). **R. S. Henry**, chief clerk, Montreal general passenger department, has been promoted to general agent at Minneapolis, Minn., succeeding **A. C. Nieman**, who has been transferred to Buffalo, N.Y.

W. C. Casey has been appointed assistant purchasing agent at Montreal.

CHESAPEAKE & OHIO.—**T. O. Bailes** has been appointed division passenger agent at Charleston, W. Va., and **D. F. O'Connell** has been named district passenger agent at Cincinnati.

T. F. Burris, chief engineer, Northern region, at Detroit, has been transferred to the Southern region at Richmond, Va., succeeding **L. T. Nuckols**, who has retired after 40 years with the C&O. **E. T. Rucker**, assistant to vice-president—construction and maintenance at Huntington, W. Va., succeeds Mr. Burris as chief engineer of the Northern region.

H. L. Butler has been appointed general freight service supervisor at Lynchburg, Va. The position of freight service supervisor, formerly held by Mr. Butler, has been abolished.

The jurisdiction of **Dr. J. J. Brandabur**, chief medical examiner, has been extended to cover the system, with headquarters remaining at Huntington.

G. C. Whitlow, assistant to vice-president—rates, has been promoted to assistant vice-president—rates, at Cleveland. **B. N. Maier**, freight traffic manager at Detroit, has been appointed assistant vice-president—sales, at that point. **A. W. Tucker**, assistant to vice-president freight traffic, has been named administrative assistant to vice-

president, with headquarters as before at Cleveland. **S. F. Witt**, assistant freight traffic manager at Chicago, has been appointed assistant to vice-president at Cleveland.

M. G. Buffin has been named assistant superintendent at Manistee, Mich.

CHICAGO & NORTH WESTERN.—**M. R. Kielgas**, general eastern passenger agent at New York, was promoted to general freight and passenger agent there on October 16, 1955. **Harry E. Abell** has been named general agent at Kansas City, Mo.

H. A. Gunderson, assistant general traffic manager—rates and divisions, has been promoted to general traffic manager—rates and divisions. **Raymond J. Steiner**, assistant passenger traffic manager of the subsidiary Chicago, St. Paul, Minneapolis & Omaha, has been named passenger traffic manager (system) at Chicago. **Iver S. Olsen**, assistant general freight traffic manager—trailer and merchandise sales and service, has been advanced to manager, trailers and merchandise; **E. H. Richards**, assistant general freight traffic manager, to assistant general traffic manager at St. Paul; **Harry P. Dickson**, traffic manager—Central Freight Association region, to traffic manager—iron ore and Central Freight Association region, and **Frank H. Tribbey**, assistant to general traffic manager, to assistant to vice-president—traffic. **Duane G. Payne** has been appointed general freight and passenger agent, and **George G. MacCarthy** has become assistant general freight and passenger agent, both at Milwaukee.

DENVER & RIO GRANDE WESTERN.—**P. P. Maguire** has been appointed general agent at Boston, Mass., succeeding **C. O. Tobias**, who has retired under pension rules after 31 years of service.

DETROIT, TOLEDO & IRONTON.—**William O. Peecher, Sr.**, trainmaster, Northern district, at Flat Rock, Mich., has been appointed superintendent at Dearborn, succeeding **T. S. Peacock**, who requested that he be relieved of the duties of that position because of their adverse affect upon his health. **B. C. Rizer** replaces Mr. Peecher as trainmaster, Northern district.

GREAT NORTHERN.—**J. R. Walker** has been appointed assistant general solicitor at St. Paul, succeeding **William P. Westphal**, resigned. Mr. Walker formerly served with a Milwaukee law firm as a Wisconsin counsel for the Chicago & North Western.

William F. Doane, general agent at Philadelphia, has retired after 41 years of service. **George W. Stone**, traveling freight and passenger agent at Vancouver, Wash., replaces Mr. Doane.

Millard E. Gieske, assistant to purchasing agent, has been named purchasing agent at St. Paul, to suc-

ceed **Arthur D. Sturley** who has retired after 49 years of service. Mr. Gieske's successor is **Harold R. Breed**, commissary buyer.

J. W. Kirby, superintendent dining cars at Seattle, has been appointed general superintendent dining cars at St. Paul, succeeding **A. W. Deleen**, who retired December 31, 1955, after more than 48 years of service. **H. H. Bohn** replaces Mr. Kirby at Seattle. **D. F. Adams** has been appointed superintendent dining cars at St. Paul.

Russell F. McCharles has been named administrative assistant to comptroller. He will be succeeded as auditor, Atlantic region, at Moncton, N.B., by **Charles L. Stevens**.

GULF, MOBILE & OHIO.—**James N. Ogden**, general attorney, has been appointed a general solicitor, with headquarters at Mobile, Ala.

ILLINOIS CENTRAL.—**Henry K. Buck**, superintendent of the Memphis Terminal division at Memphis, Tenn., has been appointed superintendent of the Memphis division there, succeeding **T. K. Williams**, who has retired after more than 53 years of service. **S. C. Jones**, superintendent, Iowa division at Waterloo, Iowa, replaces Mr. Buck, and in turn has been replaced by **J. W. Dodge**, who has been transferred from the Illinois division at Champaign, Ill. Mr. Dodge's successor is **W. A. Johnston, Jr.**, superintendent, Springfield division at Clinton, Ill., who in turn has been replaced by **H. L. Williams**, trainmaster at Louisville, Ky. **H. R. Koonce**, trainmaster at Bluford, Ill., succeeds Mr. Williams.

Phillip H. Galloway, manager of mail, baggage and express service at Chicago, has been named to the newly created position of assistant superintendent of freight service at Markham Yard, Chicago. Mr. Galloway's successor is **William F. Geserick**, special assistant in the accounting department.

Clifford G. Massoth, editor, Illinois Central Magazine, has been promoted to public relations officer.

Harry C. Miller, supervisor of stores, and **Charles J. Moisan**, office manager, have been appointed assistants to general purchasing agent at Chicago. Mr. Miller's former position has been abolished. **C. L. Foust**, general storekeeper at Paducah, Ky., has been named assistant manager of stores at Chicago. Mr. Foust's successor is **J. D. Dickinson**, assistant general storekeeper at Paducah, who in turn has been replaced by **C. L. Jeffords**, general foreman.

C. R. Wadham has been appointed assistant electrical engineer at Chicago succeeding **C. P. Trueax**, who has retired after 34 years of service.

JERSEY CENTRAL LINES.—**Bernard J. Minetti** has been appointed assistant chief engineer at Jersey City, N.J. The position of engineer of structures, formerly held by Mr. Minetti, has been abolished.

E. J. Goodale, valuation engineer at Jersey City, and **Miss A. D. Pittman**, stationer at New York, retired December 31, 1955. **J. J. Hennessey** has been appointed valuation accountant at Jersey City and **C. J. Coogan** has been named stationer at New York.

E. W. Jeffrey, assistant trainmaster at Jersey City, has been promoted to trainmaster there, succeeding the late **T. P. Phillips**, who died November 18, 1955.

KANSAS CITY SOUTHERN.—**H. J. McCarthy** and **F. D. Tracy** have been appointed assistant freight traffic managers at New York and Chicago respectively.

LACKAWANNA.—**Gomer W. Morgan**, general attorney at Scranton, Pa., retired December 31, 1955, after 39 years of service. The law office at Scranton has been abolished and the road's law work in the Scranton and Lackawanna County area will be handled by the firm of Harris, Warren, Hill & Henkelman. A personal injury claims office will be maintained at Scranton under supervision of **Eugene Diehl**, who was named district claim agent January 1. Mr. Diehl was formerly employed in the Scranton law office.



John E. Mahoney

John E. Mahoney, assistant to vice-president—operations at Hoboken, N.J., has been appointed assistant to president—research and development.

George F. Bachman, superintendent of diesel locomotive maintenance at Scranton, Pa., has been appointed general superintendent motive power and equipment at that point. **Walter E. Travis** succeeds Mr. Bachman as superintendent of diesel locomotive maintenance at Scranton.

MAINE CENTRAL.—**John F. Gerity** has been appointed auditor disbursements at Portland, Me. The following assistants to auditor disbursements have been named: **Sidney C. Foster** (timekeeping and payrolls); **Robert G. Clarke** (vouchers and accounts payable); and **John Michaels** (roadway, mechanical, car repair and stores account).

NASHVILLE, CHATTANOOGA & ST. LOUIS.—**R. H. Nicholas** has been appointed acting general industrial agent at Nashville, succeeding **G. G. Barbee**, resigned. The position of assistant general industrial agent, formerly held by Mr. Nicholas, has been abolished.

NEW HAVEN.—**G. L. Goebel** has resigned as mechanical engineer to become technical vice-president of Piggy-Back, Inc.

NEW YORK CENTRAL.—**G. T. Donahue**, **E. H. McGovern** and **W. H. Miesse**, engineers maintenance of way at Cleveland, Indianapolis and Detroit, respectively, retired December 31, 1955. **J. L. Cox**, engineer maintenance of way at New York, has been appointed district engineer, Eastern district, at that point. **Lyle Bristow**, assistant engineer maintenance of way at Cleveland, has been named district engineer, Western district, with the same headquarters. **A. A. Keever**, assistant engineer maintenance of way, CCC&StL, has been appointed district engineer, Southern district, with headquarters as before at Indianapolis. **C. T. Popma**, industrial engineer at New York, has been named district engineer, Northern district, at Detroit. **J. R. Scofield**, assistant engineer maintenance of way, Michigan Central, has been appointed deputy district engineer, Northern district, with headquarters as before at Detroit. The positions of engineer maintenance of way and assistant engineer maintenance of way have been abolished at New York, Syracuse, Cleveland, Indianapolis and Detroit. **C. C. Herrick**, division engineer, Cleveland division, has been appointed assistant district engineer, Western district, with headquarters as before at Cleveland. **W. J. Kernan**, assistant engineer maintenance of way, lines Buffalo and East and the Boston & Albany, has been named assistant district engineer, Eastern district, with headquarters as before at Syracuse, N.Y. **R. W. Orr**, assistant division engineer, CCC&StL at Springfield, Ohio, has been appointed division engineer, Cleveland division, succeeding Mr. Herrick. **B. J. Gordon**, assistant division engineer at Columbus, Ohio, has been promoted to division engineer, Buffalo division at Buffalo, N.Y., succeeding **F. B. Wilcox**, who retired December 31, 1955, after 39 years of service. **Wolters Ledyard**, assistant division engineer at Cleveland, has been appointed division engineer, Ohio Central division, at Columbus, succeeding **W. H. Goold**, who has been transferred to the Electric division at New York. **C. C. Lathey**, division engineer at New York, has been transferred to the St. Lawrence division at Watertown, N.Y. **R. F. Lawson**, division engineer, CCC&StL, at Mattoon, Ill., has been named division engineer of the Western division of the Western district, and West division of the Northern district, at Chicago, succeeding **G. W. Deblin**, promoted to as-



NORTHERN PACIFIC.—**Paul A. Walsh**, general freight agent, who has been appointed general freight traffic manager in charge of rates at St. Paul (*Railway Age*, December 9, page 57).

stant district engineer at Indianapolis. **R. K. Pattison**, assistant division engineer, Michigan Central, at Detroit, succeeds Mr. Lawson.

Titles of the following have been changed: **S. T. Kuhn**, from assistant chief mechanical officer to chief mechanical superintendent; **M. T. Bernhofer**, from supervisor of budgets and statistics to administrative assistant; and **D. R. Craft**, from assistant to chief mechanical officer—labor relations to manager equipment personnel.

B. L. Strohl, master mechanic, Western region, at Collinwood, Ohio, has been appointed assistant general mechanical superintendent — locomotives, Eastern region, at New York, succeeding **W. H. Chidley**, transferred.

NORTHERN PACIFIC.—**Edwin W. Southerland**, tax counsel at St. Paul, has been appointed assistant general counsel-director of tax affairs. **H. A. Knudsen**, assistant tax commissioner at St. Paul, has been named eastern supervisor of property taxes, and **C. E. Gallagher**, assistant tax commissioner at Seattle, has become western supervisor of property taxes.

P. D. Edgell, assistant vice-president—timber and western lands at Seattle, has been named general manager of properties and industrial development at St. Paul, to head a new department which will handle all natural resources except oil and gas.

PENNSYLVANIA.—**Francis W. Christena**, passenger representative at Indianapolis, has been appointed district passenger manager there.

Joseph F. Tripician, assistant secretary of the PRR at Philadelphia, has been advanced to manager, wage and salary administration. **Guy B. Ford**, manager, personnel projects and training department of Piasecki Helicopter Corporation, has been named assistant manager of employment practices and training of the PRR.

ROCK ISLAND.—As reported in *Railway Age*, December 19, 1955, page 56, **Downing B. Jenks** has been



Downing B. Jenks

elected president, succeeding **J. D. Farrington**, who became chairman of the board, a newly created post.

Dr. J. M. L. Jensen, assistant chief surgeon at Chicago, has been appointed chief surgeon there, succeeding **Dr. T. L. Hansen**, who has retired after 35 years of service.

R. H. Anderson, superintendent of transportation at Chicago, has been



J. D. Farrington

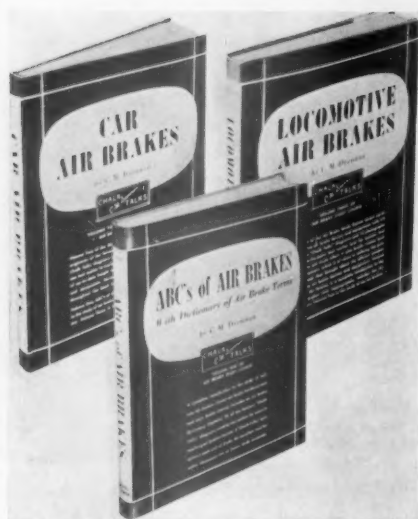
advanced to general superintendent of transportation. **James V. McEntee**, formerly general northern agent of the Quanah, Acme & Pacific at Chicago, has been named general freight agent.

OBITUARY

William F. Peter, 72, director and former vice-president and general counsel of the **Rock Island**, died January 15 at Chicago.

Arvid W. Anderson, retired cashier of the **Burlington**, died January 15 at LaGrange, Ill.

Guy N. Curley, vice-president, Prairie Region of the **Canadian Pacific** at Winnipeg, died January 14 at Toronto.



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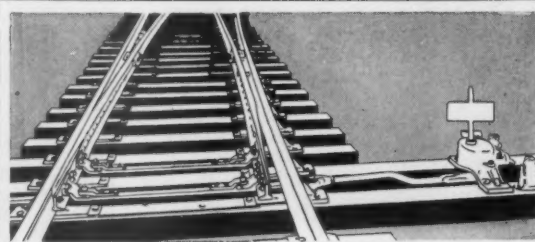
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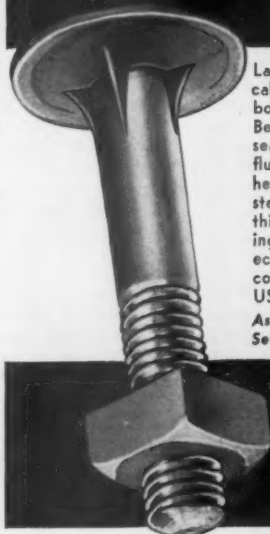
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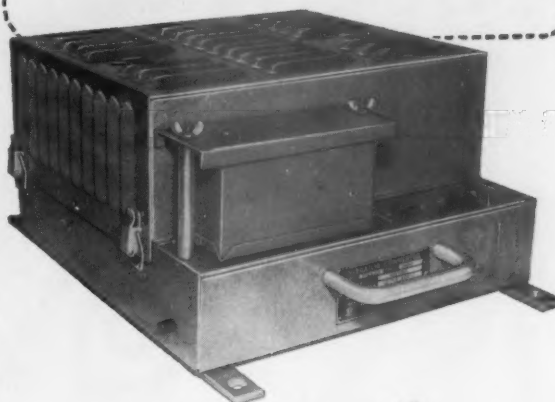
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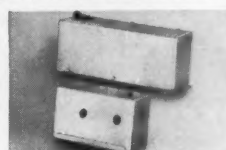


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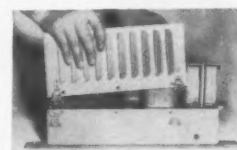
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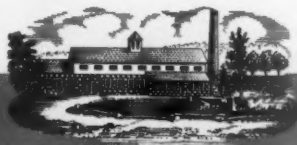
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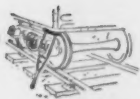
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GAP**

The addition of "crutch" devices to friction bearings in an attempt to improve their performance narrows the price gap between friction bearings and Timken roller bearings. And a practice recently adopted by one major railroad can shrink it even more.

**ONE ROAD'S
PLAN FOR
CONVERTING**

On one railroad, every freight car that comes in for major repairs is converted to roller bearings. This helps keep a steady shop and labor schedule, cuts the bearing installation cost, and lets the railroad spread the cost of converting to "Roller Freight" over a number of years.

Solving the hot box problem will enable you to offer your customers better-than-ever freight service. So really *cure* the problem. Equip your freight cars with Timken tapered roller bearings. And we make it ourselves to assure quality every step of the way. We're America's only bearing manufacturer that does. The Timken Roller Bearing Company, Canton 6, Ohio. Canadian plant: St. Thomas, Ontario. Cable address: "TIMROSCO".

Only **TIMKEN®** bearings cure the hot box problem and cut operating and maintenance costs to a minimum

